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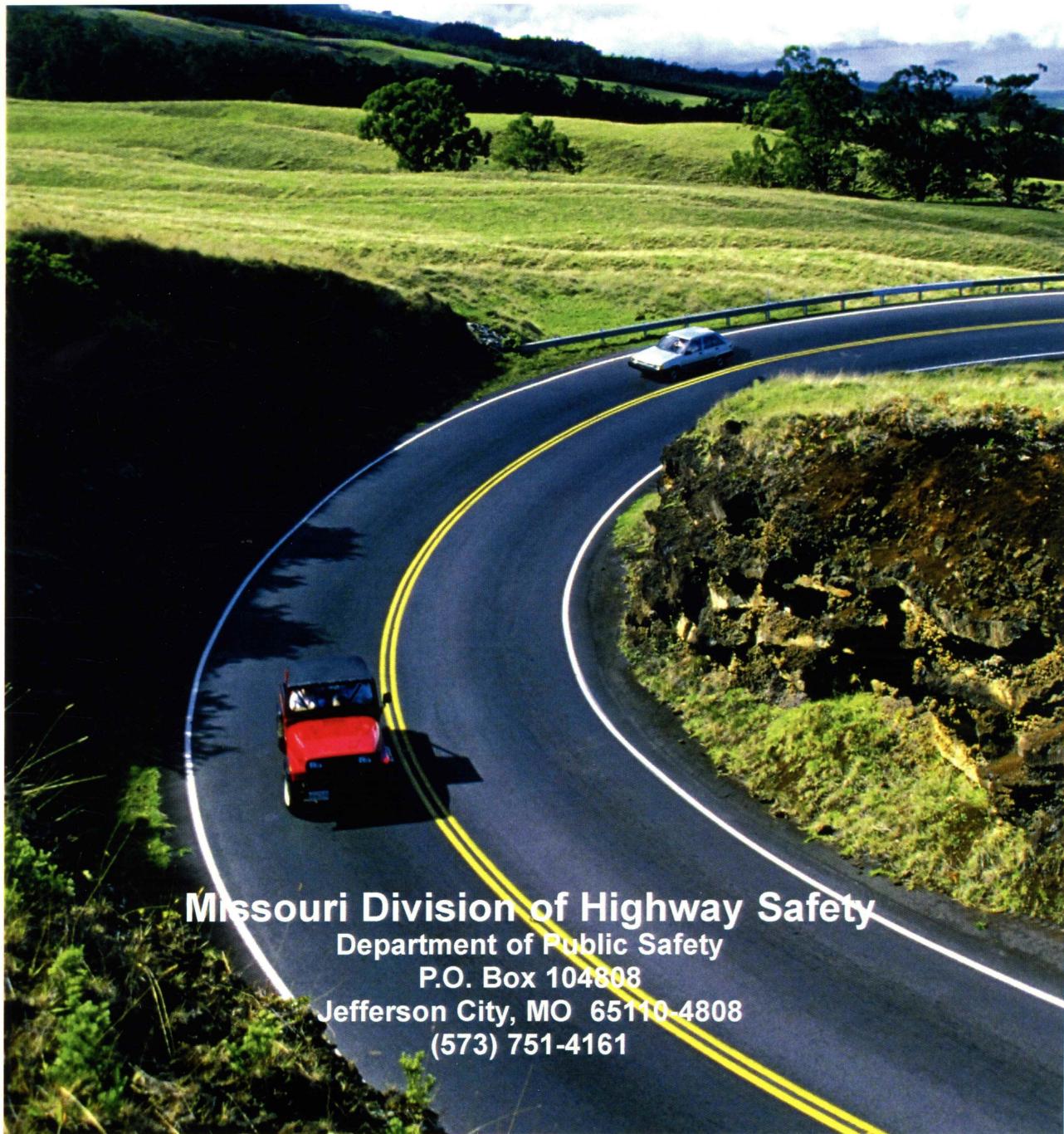
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**State of Missouri
2000**

HIGHWAY SAFETY / MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

**Combined Plan
(Pilot Project)**



Missouri Division of Highway Safety
Department of Public Safety
P.O. Box 104808
Jefferson City, MO 65110-4808
(573) 751-4161



Mel Carnahan, Governor

August 1999

*Gary B. Kempker, Director
Department of Public Safety*

*Joyce F. Marshall, Director
Division of Highway Safety*

Enclosed is the State of Missouri Highway Safety/Motor Carrier Safety Assistance Program Year 2000 Combined Plan. This effort to combine the Highway Safety and MCSAP plans is a pilot project in its first year.

The Highway Safety and MCSAP programs share very similar missions—basically, to increase safety on Missouri's roads by reducing the number and severity of traffic crashes. In an attempt to consolidate the planning efforts of these two programs, the National Highway Traffic Safety Administration and Federal Highway Administration looked for pilot sites where this could be accomplished without much difficulty. Missouri was chosen as one of two sites since both of these federal grant programs (Highway Safety and Motor Carrier Safety Assistance Program) are administered through the Missouri Division of Highway Safety, Department of Public Safety. The State of Illinois is the other pilot site.

While numerous people were instrumental in the development of this Plan, special thanks are expressed to Martin Carso, Phyllis Emmel, and Ron Beck of the Statistical Analysis Center, Missouri State Highway Patrol. The data and evaluation support provided by the Center established the foundation for this work.

Questions or comments concerning this report should be directed to Vicky Williams, Management Specialist, at the Missouri Division of Highway Safety. Questions relevant specifically to the MCSAP portion of the plan should be directed to Diane Roods, MCSAP Coordinator, at the Highway Safety office.

Sincerely,

A handwritten signature in black ink that reads 'Joyce F. Marshall'.

**Joyce F. Marshall
Director**

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PROCESS DESCRIPTION

Mission/Objective

The mission of the Missouri Division of Highway Safety (MDHS) is to reduce the number and severity of deaths, injuries and property damage caused by traffic crashes, and to promote good traffic safety throughout Missouri. This is accomplished through implementation of the Governor's Highway Safety Program according to the federal Highway Safety Act of 1966 and subsequent modifications.

The objective of the Motor Carrier Safety Assistance Program (MCSAP) is to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles by substantially increasing the level and effectiveness of enforcement activity and the likelihood that safety defects, driver deficiencies and unsafe carrier practices will be detected and corrected according to the Commercial Motor Vehicle Safety Act of 1982.

Program Plan

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) which is submitted to the Governor, the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA). This document describes how Missouri's Federal 402 Program appropriation will be used to promote highway safety in our State. The HSP falls within the federal fiscal year October 1, 1999 through September 30, 2000.

An annual Commercial Vehicle Safety Plan (CVSP) is developed for the Motor Carrier Safety Assistance Program. The CVSP serves as the basis for monitoring and evaluating performance of the State under the MCSAP grant and requires Federal Highway Administration approval. Title 49, Part 350.201 requires coordination of the CVSP data collection and information systems with the state's Highway Safety Program under Title 23, U.S.C.

The Missouri Division of Highway Safety, Department of Public Safety has been designated as lead agency to administer both grant programs.

State Problems—State Solutions

State and local problem identification data will drive the state programs. The HSP and SEP will be performance-based, dynamic plans which allow for continual revisions and modifications in order to enhance the outcome of our efforts.

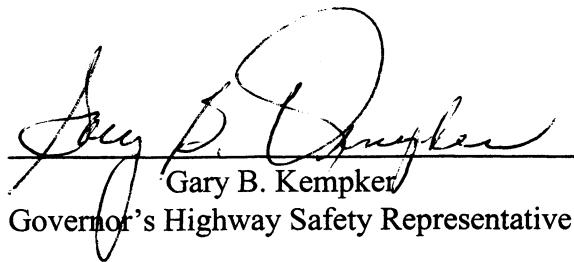
Submission

The Division herewith submits the 2000 Missouri Highway Safety / Motor Carrier Safety Assistance Program Combined Plan to:

The Honorable Mel Carnahan, Governor
Romell Cooks, NHTSA Region VII Administrator
Allen Masuda, FHWA Region VII Administrator
Joseph R. Boyd, OMCHS State Director



Joyce F. Marshall, Director
Missouri Division of Highway Safety



Gary B. Kempker
Governor's Highway Safety Representative

OVERVIEW

Problem Identification

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, people using the roadways, registered vehicles, vehicle miles, and roadway engineering. Drivers are classified into subgroups according to age and gender. Vehicles are classified according to vehicle type. Roads have been classified according to location (urban vs. rural), safety design, appropriate signing, traffic volume, etc. Collisions are further analyzed by time of day, day of week, month of year, driver subgroups; primary collision factor; use of alcohol and other drugs; and employment of safety equipment.

The data utilized herein (1998 Missouri traffic crashes) were obtained from the Statewide Traffic Accident Reporting System (STARS) as provided by the Statistical Analysis Center (SAC) of the Missouri State Highway Patrol. In order to more effectively compare the impact our countermeasures have upon traffic safety problem areas, crash data from the calendar year 1999 may also be utilized as it becomes available.

Highway Safety Plan (HSP) and MCSAP Commercial Vehicle Safety Plan (CVSP)

The Division of Highway Safety is directed to develop an annual Plan that incorporates countermeasures to reduce the number and severity of traffic crashes in Missouri. Traffic crash data, compiled by the Statistical Analysis Center, is analyzed and published annually in the Traffic Safety Compendium. The Compendium provides the framework from which the Plans are designed—assuring that Missouri's Plans are data driven and that our efforts are directed to the appropriate problem areas. Specific areas which warrant attention are: *Police Traffic Services (enforcement of all Hazardous Moving Violations and training opportunities); Aggressive Driving; Alcohol Impairment (including a special section on youth); Occupant Protection; Traffic Records; Speed Involvement; Engineering Services; and Commercial Vehicles.* The countermeasure efforts addressed in this Plan will focus on these problem areas.

Benchmarks or objectives have been ascertained in order to provide “ideals” toward which we will strive. Problem areas were identified for which these benchmarks/objectives have been established. While these are quantifiable for evaluation and accountability purposes, it should be noted that they are not totally reliant upon the programs implemented by this Division. They are quite often highly dependent upon existing legislation and the motoring public's adherence to traffic laws and safe driving habits.

STATE CERTIFICATIONS AND ASSURANCES

(Highway Safety Program)

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 318.12.

Each fiscal year the State will sign this certification and assurances statement that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include the following:

- 23 USC Chapter 4 - Highway Safety Act of 1966
- 49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - NHTSA & FHWA Procedures and General Provisions for State Highway Safety Programs
- 45 CFR Part 74 - Appendix E - Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Hospitals
- OMB Circular A-87 - Cost Principles for State, local and Indian Tribal Governments
- OMB Circular A-21 - Cost Principles for Educational Institutions
- OMB Circular A-122 - Cost Principles for Nonprofit Organizations
- OMB Circular A-128 - Audit of State and Local Governments
- OMB Circular A-133 - Audits of Institutions of Higher Education and Nonprofit Institutions
- NHTSA Order 462-6C - Matching rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for NHTSA/FHWA Field-Administered Grants (Effective 7/14/95)

CERTIFICATION STATEMENTS

The Governor is responsible for the administration of the State Highway Safety Program through a State Highway Safety Agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management and disposition of equipment) to carry out the program in compliance with 23 USC 402(b) (1) (A);

The political subdivisions of this State are authorized, as part of the State Highway Safety Program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation in compliance with 23 USC 402(b) (1) (B);

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs authorized in accordance with 23 USC 402 (b) (1) (C), unless this requirement is waived by the Secretary of Transportation;

This State's Highway Safety Program provides adequate and reasonable access for the safe and convenient movement of physically handicapped person, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks in compliance with 23 USC 402 (b) (1) (D);

This State's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles, in compliance with 23 USC 402 (b) (1) (E);

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21, and 18.40 (failure to adhere to these provisions may result in the termination of advance financing);

Arrangements have been made for the financial and compliance audit required by the Single Audit Act of 1984 (OMB Circular A-128), which is to be conducted within the prescribed audit reporting cycle (failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of Federal funds);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes;

Each recipient of Section 402 funds has a financial management system that complies with the minimum requirements of 49 CFR Part 18.20;

Each recipient of Section 402 funds will comply with all applicable State procurement procedures;

The State is funding programs that are within the NHTSA/FHWA National Priority program areas;

The State Highway Safety Agency will comply with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, as amended, as implemented by 49 CFR Parts 21 and 27, to ensure that no person in the United States shall, on the grounds of race, color, national origin, or handicap, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (49 CFR PART 29 SUB-PART F)

The State will provide a drug-free workplace by:

1. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
2. Establishing a drug-free awareness program to inform employees about:
The dangers of drug abuse in the workplace.
 - a) The grantee's policy of maintaining a drug-free workplace.
 - b) Any available drug counseling, rehabilitation, and employee assistance programs.
 - c) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
3. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (1).
4. Notifying the employee in the statement required by paragraph (1) that, as a condition of employment under the grant, the employee will--
 - a) Abide by the terms of the statement
 - b) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
5. Notifying the agency within ten days after receiving notice under subparagraph (4) (b) from an employee or otherwise receiving actual notice of such conviction.
6. Taking one of the following actions, within 30 days of receiving notice under subparagraph (4) (b), with respect to any employee who is so convicted--
 - a) Taking appropriate personnel action against such an employee, up to and including termination; and
 - b) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.
7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of the above paragraphs 1 through 6.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured items produced in the United States may be purchased with Federal funds unless that State can show that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

CERTIFICATION REGARDING LOBBYING**Certification for Contracts, Grants, Loans, and Cooperative Agreements**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

In accordance with the provisions of 49 CFR Part 29, the State agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The State further agrees that it will include the following clause and accompanying instruction, without modification, in all lower tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower tier covered transactions.

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, “debarred”, “suspended”, “ineligible”, “lower tier covered transaction”, “participant”, “person”, “primary covered transaction”, “principal”, “proposal”, and “voluntarily excluded”, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See Below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-Procurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION--LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

MINORITY BUSINESS ENTERPRISE REQUIREMENTS

In accordance with the provisions of 49 CFR Part 23, the State agrees to abide by the following statements, and shall ensure that these statements are included in all subsequent agreements and/or contracts assisted by Section 402 funds:

It is the policy of the Department of Transportation that minority business enterprises, as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contract financed in whole or in part with Federal funds under this agreement. Consequently, the MBE requirements of 49 CFR Part 23 apply to this agreement.

The recipient or its contractor agrees to ensure that minority business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that minority business enterprises have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

ENVIRONMENTAL IMPACT

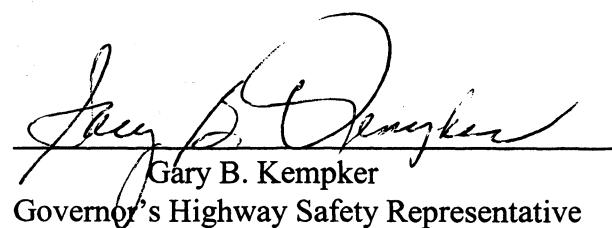
The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 1999 Highway Safety Planning document and hereby declares that no significant environmental impact will result from implementing this highway safety plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act (42 USC 4321 et seq.).



Joyce F. Marshall, Director
Missouri Division of Highway Safety

August 31, 1999

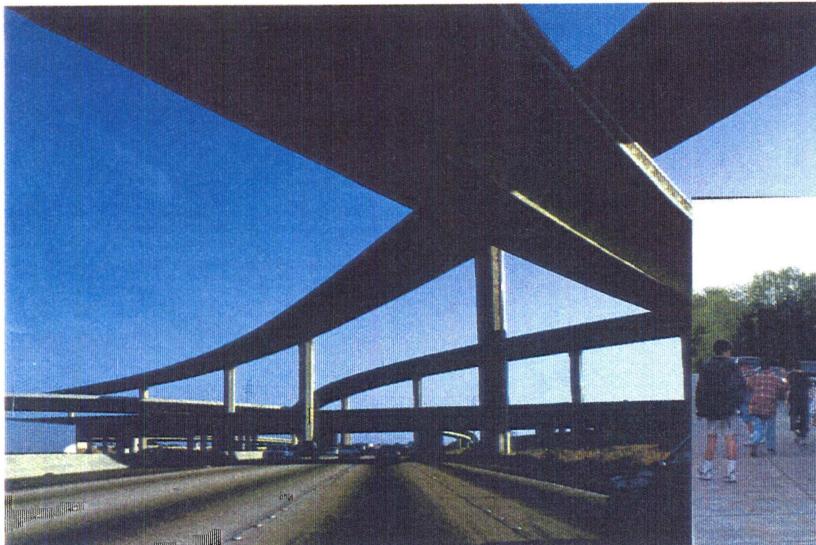
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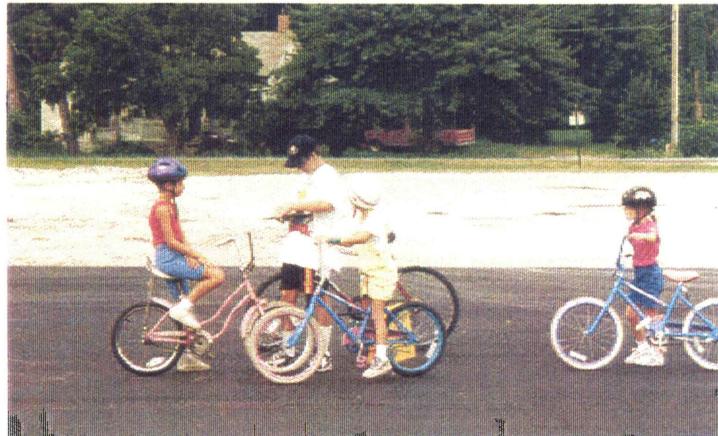
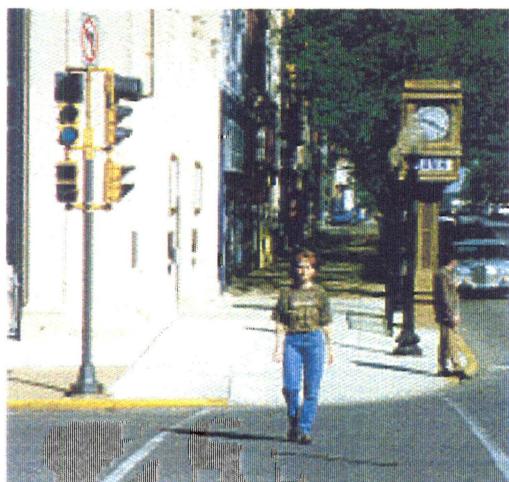
Gary B. Kempker
Governor's Highway Safety Representative

August 31, 1999

Date



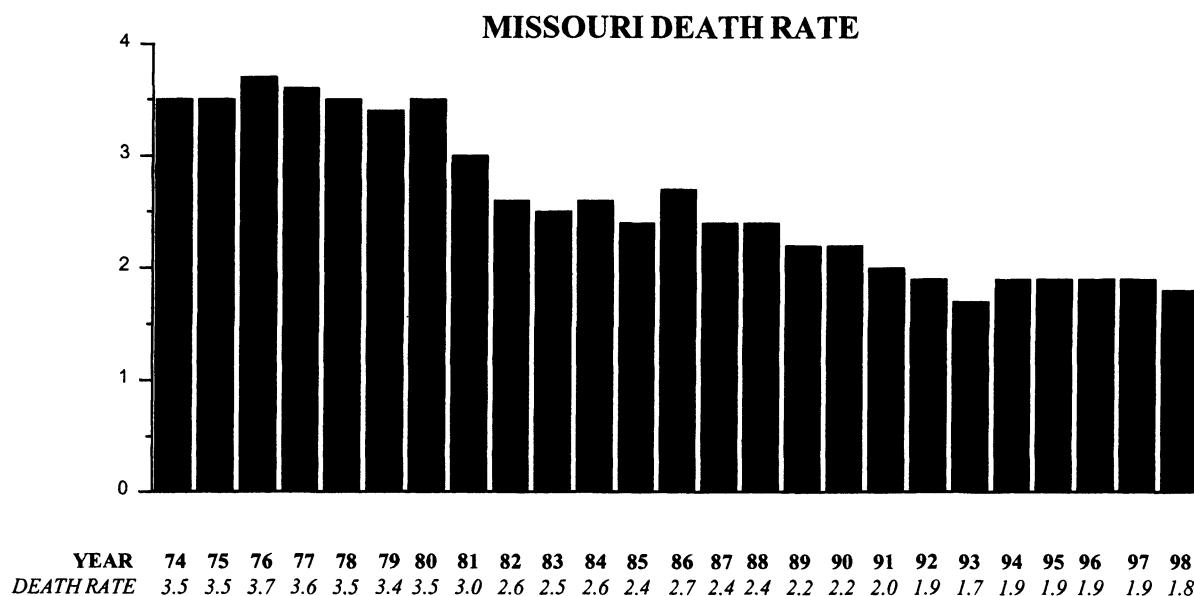
STATEWIDE TRAFFIC SAFETY



MISSOURI STATEWIDE TRAFFIC SAFETY ANALYSIS

Deaths Due to Traffic Crashes -- History

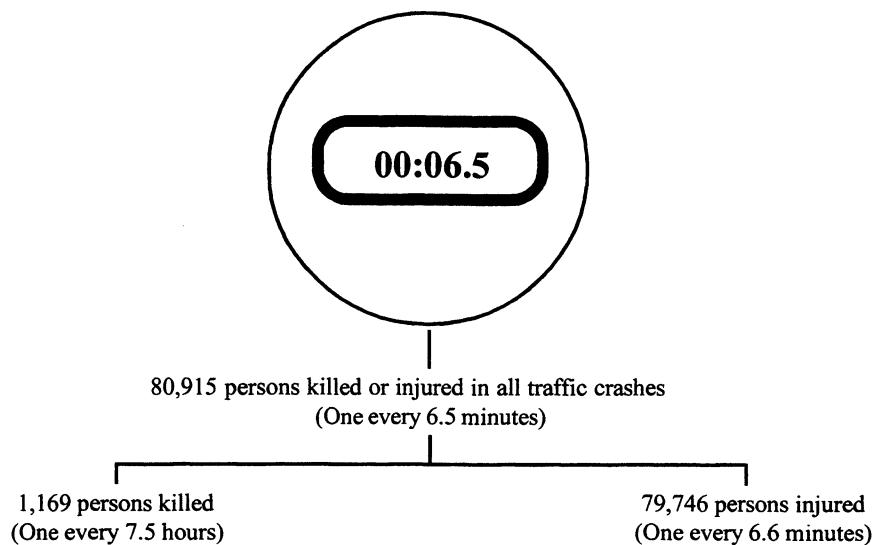
Over the past 25 years Missouri has experienced a dramatic decline in traffic crash fatalities in relation to the number of miles driven on its roadways. During this time period, the number of miles traveled has more than doubled while traffic deaths have remained relatively constant. For instance, in **1974** Missouri had **3.5 fatalities** for every 100 million miles of travel compared to **1998** when the State death rate had dropped to **1.8 fatalities** for every 100 million miles of travel. The reduction in the death rate has been due, in large part, to numerous Federal, State, and local government policies, programs, and laws, the Governor's Highway Safety Program has certainly played a major role in this effort.



Current Traffic Crash Data -- 1998

Even though statistics like the death rate indicate a positive impact is being made on Missouri's traffic safety problem, it should not be a cause for complacency. A substantial number of people continue to be killed and injured on Missouri roadways and most of these traffic crashes are preventable. In **1998**, there were **194,984 traffic crashes**. In 1,017 of these crashes one or more people were killed and in 51,204 crashes, someone was injured. A total of **1,169 people lost their lives** (one death every 7.5 hours) and **79,746 were injured** (one person injured every 6.6 minutes).

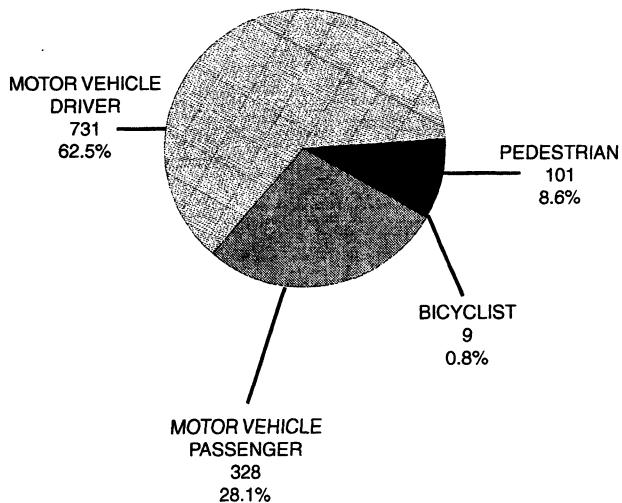
**MISSOURI TRAFFIC SAFETY PERSONAL INJURY
PROBLEM ANALYSIS CLOCK
1998**



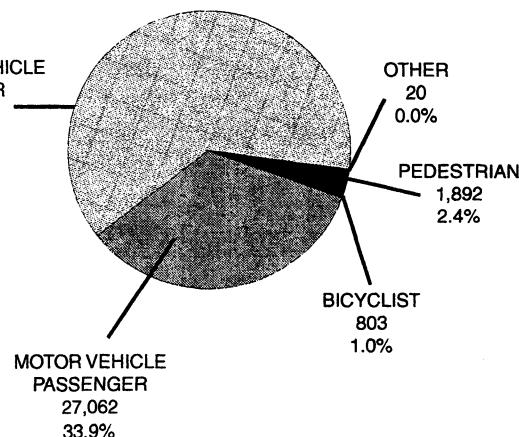
A substantial number of persons killed and injured in Missouri's 1998 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 62.5% were drivers and 28.1% were passengers; of those injured, 62.7% were drivers and 33.9% were passengers. Although pedestrians do not make up a substantial proportion of persons injured in Missouri traffic crashes, they do account for a larger proportion of those killed in these incidents -- 8.6%.

1998 MISSOURI TRAFFIC CRASHES

PERSONS KILLED

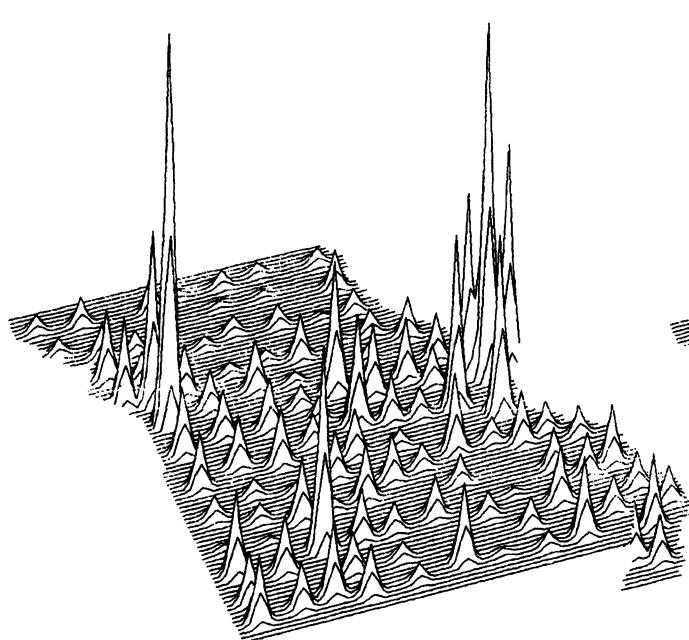


PERSONS INJURED

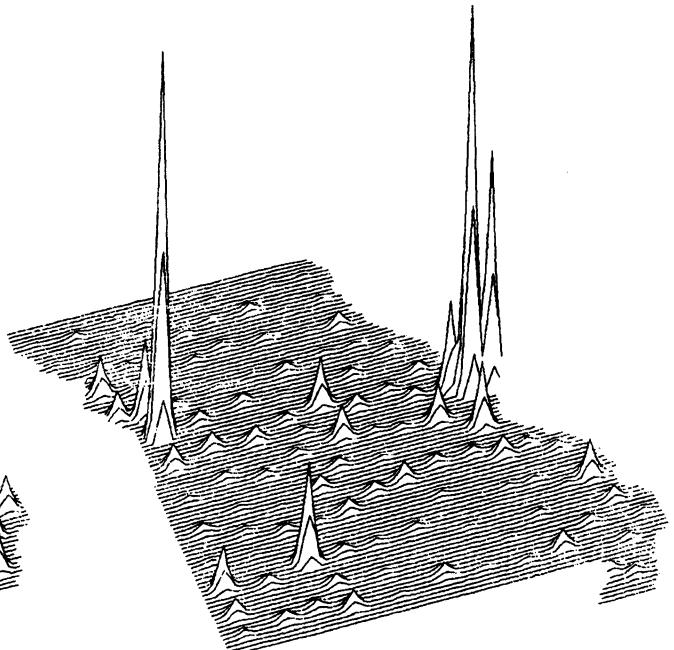


As expected, traffic crashes are not evenly distributed on Missouri roadways. They occur in larger numbers in more densely populated regions of the State compared to the rural areas. Of the 194,984 traffic crashes in 1998, 64.8% occurred in an urban community having a population of 5,000 or more and 35.2% occurred in a rural area (under 5,000 population or unincorporated area). However, rural areas of the State cannot be discounted. They take on much greater significance when examining traffic crashes resulting in fatalities. In 1998 fatal traffic crashes, 25.9% occurred in an urban area of the State and 74.1% in a rural area.

MISSOURI FATAL TRAFFIC CRASHES
1998



MISSOURI TOTAL TRAFFIC CRASHES
1998



PROBLEM AREAS--ENFORCEMENT ISSUES

Police Traffic Services will address numerous problem areas in traffic safety with an emphasis on enforcement issues. Through data analysis, we were able to identify specific target areas and answer these pertinent questions:

What are Missouri's most serious areas of traffic safety concern?

- Aggressive Driving (including Hazardous Moving Violations with special emphasis on Speeding)
- Alcohol Impairment
- Occupant Protection

Which target groups of drivers are causing the most traffic crashes?

- Aggressive Drivers (especially Speeding drivers)
- Drinking Drivers
- Young Drivers (under the age of 21)

Which geographic locations should be targeted?

- Statewide--While more crashes occur in the densely populated urban areas, three-fourths of the fatal crashes occur in rural areas

Which vehicles are involved in the most traffic crashes?

- Automobiles
- Pickup trucks

Benchmarks

1. ***Maintain death rate not to exceed current rate of 1.8 (1997=1.9; 1998=1.8)***
2. ***Increase the number of hazardous moving violations*** issued at high accident locations thereby decreasing crashes at those locations
3. ***Reduce the number of aggressive driving*** crashes (specific Benchmarks identified in that section)
4. ***Reduce the number of alcohol-involved crashes*** (specific Benchmarks identified in that section)
5. ***Increase occupant restraint usage*** through enforcement and education (specific Benchmarks identified in that section)

Performance Measures

Continue tracking statewide death rate and analyzing the statistics to determine which countermeasure programs have an effect on reducing this figure. Individual Police Traffic Services projects will be monitored and evaluated to determine whether increased enforcement and education is having a positive impact on the reduction of traffic crashes and the resulting injuries and deaths.

Strategies

- Assist law enforcement agencies in problem identification and preparation of projects which will most effectively attack their traffic safety problems
- Provide funding for projects which put additional traffic safety officers on the streets to enforce hazardous moving violations (with special emphasis on Selective Traffic Enforcement Projects)
- Provide suitable equipment to enforce the traffic safety laws
- Provide training to complement and supplement law enforcement efforts
- Increase partnership activities between state and local law enforcement

LAW ENFORCEMENT GRANT SELECTION PROCESS **(Highway Safety Program)**

Grant Application Process

1. February/March—MDHS Grant Application forms distributed
2. April—Law enforcement grant application workshops hosted by MDHS at four locations statewide (workshop participants were provided training on how to develop the Problem Identification, Project Description, and Budget for their project proposal)
3. June 1—Grant applications due to the Division of Highway Safety
4. June/July—MDHS staff begin internal evaluation of applications
5. July—MDHS finalizes site selection process for grant awards
6. August—Grantees notified of approval and funding levels
7. September—Training meeting with grantees in Jefferson City to discuss grant requirements

Grant Selection Criteria

An internal team of MDHS program staff and the Director evaluated applications utilizing the following criteria. Only applications meeting these criteria were further evaluated by the committee—with 2 exceptions:

- Agencies that had received prior sobriety checkpoint funding were given first consideration for continuation (due to the fact that supplementary equipment was issued with the first year of funding);
- Agencies that had developed exceptional partnerships or particularly innovative projects.

Crash/Enforcement Data Ranking

Project proposals were entered into a computer program developed by the Statistical Analysis Center (SAC) of the State Highway Patrol. Submissions were ranked according to crash experience in: Speed; DWI; Hazardous Moving Violations (HMV); and Youth Alcohol. Proposals were also ranked by officer-to-arrest ratios and officer-to-Fatal & Personal Injury crash ratios. These rankings were then compiled to create a database to assist MDHS staff in evaluating the proposals.

Administrative Evaluation

Applications were evaluated for:

- Validity of their countermeasure activities (probable impact on the traffic safety problem)
- Innovative enforcement/education countermeasures
- Past grant experience—proven ability to meet stated goals and objectives

Fiscal Considerations

Further reductions were made in order to meet MDHS budgetary constraints.

Funding Allowances

Maximum allowances for overtime enforcement and equipment purchases were established by the review team.

Overtime Enforcement

HMV	\$4,500 **
Speed	\$4,000 **
DWI *	\$4,000 **
Youth Alcohol *	\$4,000 **
Sobriety Checkpoint *	\$2,500
Education	\$2,500
Occupant Protection	\$2,500
Other	\$2,500

- * All alcohol projects receiving overtime funding must have 16-24 hours of SFST training.
- ** Exceptions for overtime maximum were given to Highway Patrol and agencies serving populations over 50,000.

Equipment

Speed Devices

Speed Monitoring Trailers	\$ 7,500
Radar	\$ 1,000
Laser	\$ 2,500

Alcohol Detection

Checkpoints: vests, cones, Lights/generators, flares, Tane flashers, cyalume sticks	\$ 1,000
Breathalyzers	*
PBTs	\$ 450

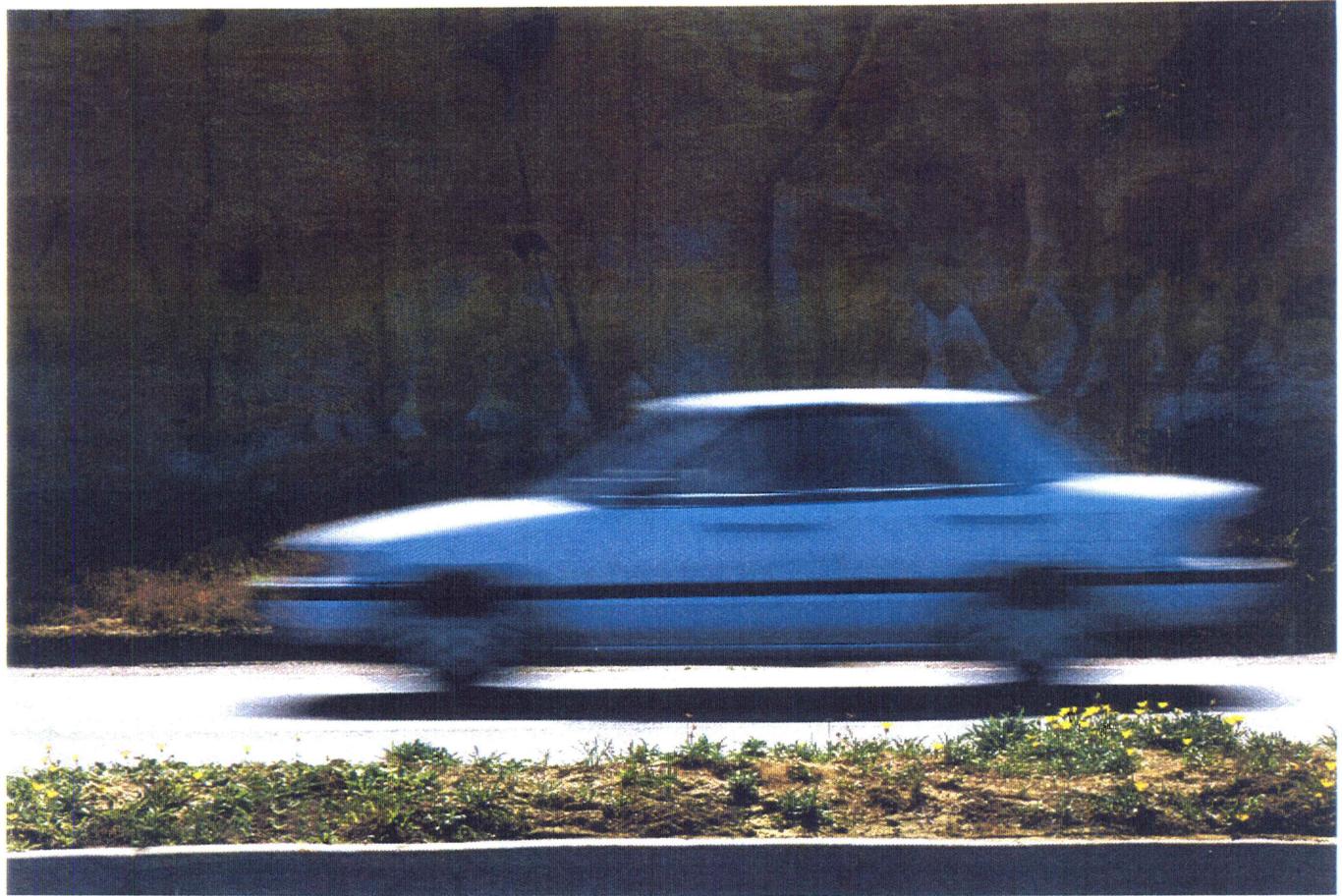
General Traffic

Automobile (not recommended*)	\$ 9,000
Vehicle equipment	*
Computers	*
Flashlights	*
Walkie Talkies	*

Education

Audiovisual Equipment	*
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* Equipment and Allowances figured on a case-by-case basis

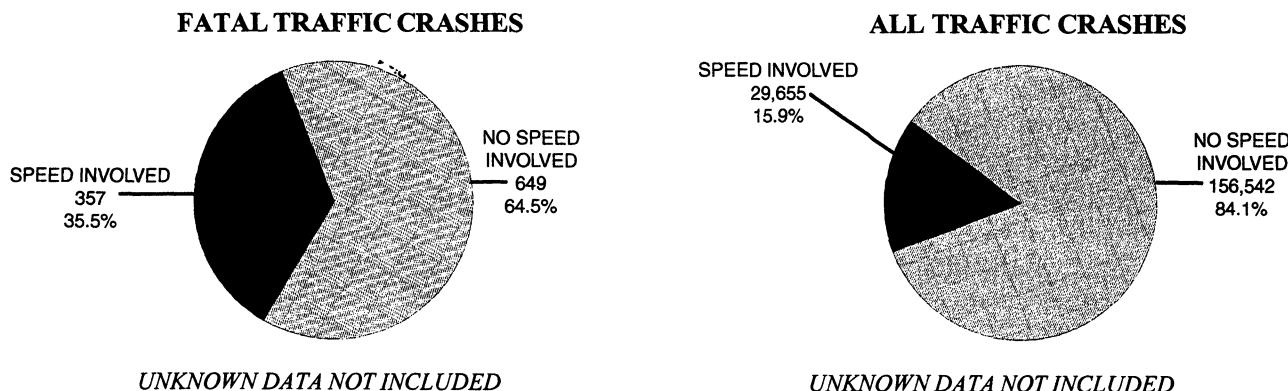


SPEED

SPEED INVOLVEMENT

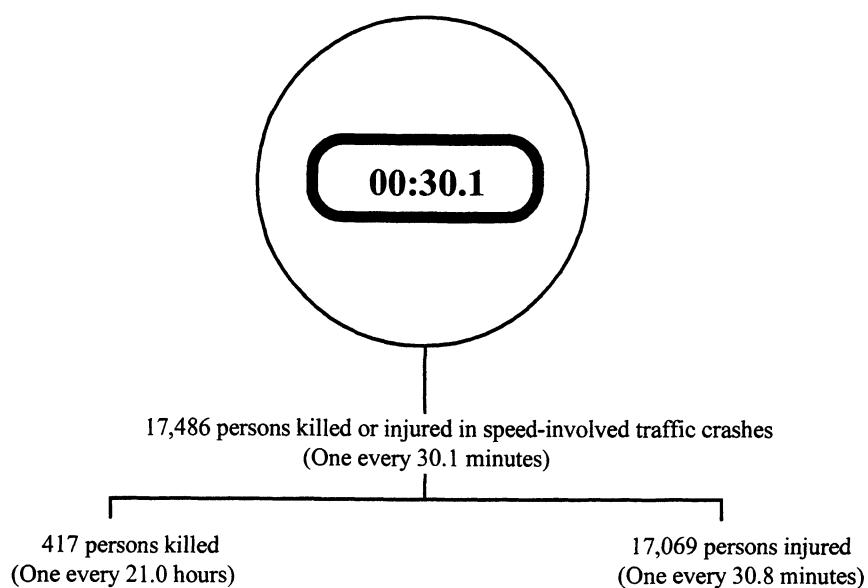
Speed is a substantial contributing factor in traffic crashes on Missouri's roadways, especially those resulting in death. In 1998, there were 194,984 traffic crashes in the State. In known cases, 15.9% involved one or more drivers of motorized vehicles driving too fast for conditions or exceeding the speed limit. In 1998, there were 1,017 Missouri traffic crashes in which 1,169 persons were killed. In 35.5% of these crashes, one or more motorized vehicle drivers were speeding.

1998 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES



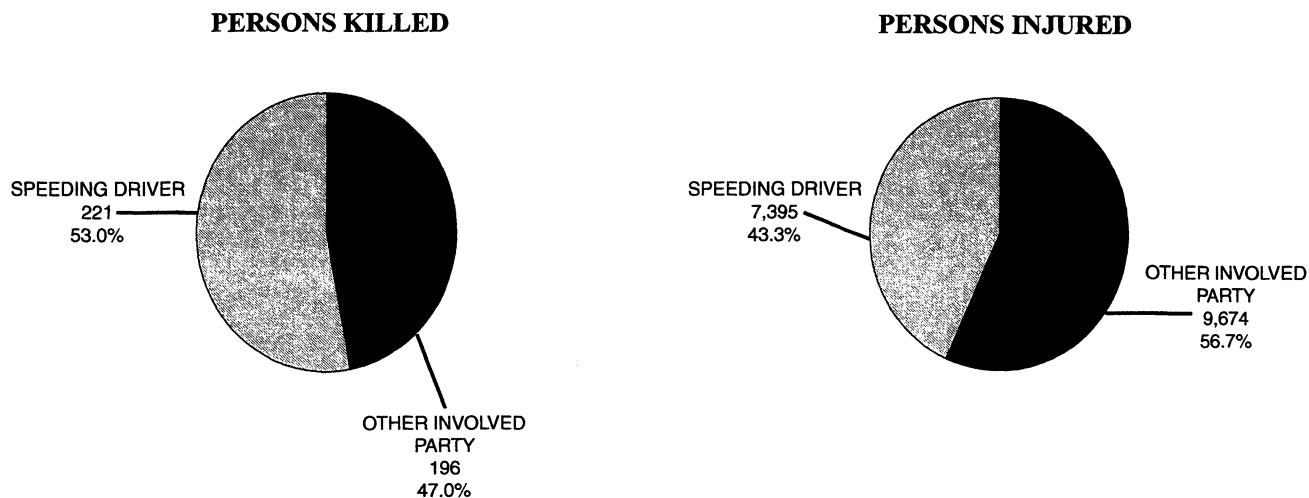
In 1998, 417 persons were killed and 17,069 injured in speed-involved traffic crashes. In other words, one person was killed every 21.0 hours and one was injured every 30.8 minutes in the State.

MISSOURI SPEED-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1998



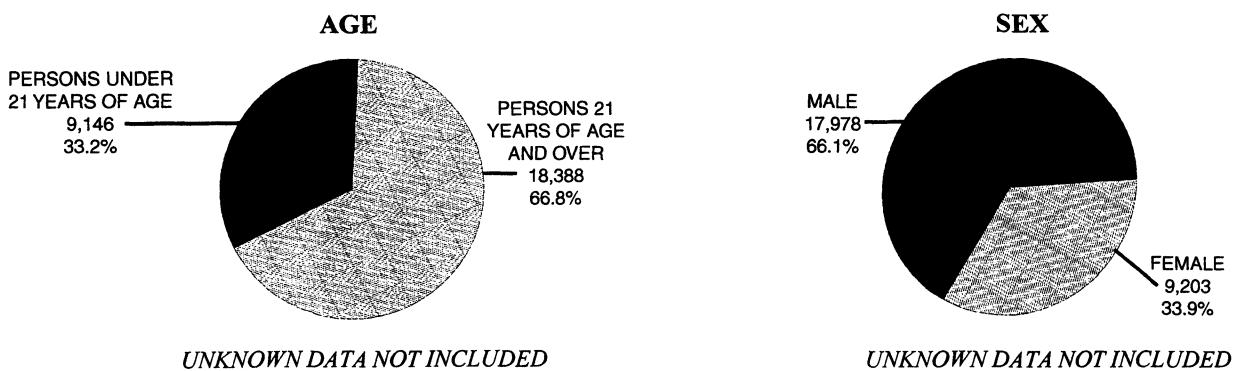
The driver of a motorized vehicle not only puts their life at risk when speeding on Missouri roadways, but other persons as well. Of the 417 persons killed in 1998 speed-related traffic crashes, 53.0% were the speeding drivers. The other 47.0% were some other party in the incident. Of the 17,069 injured, less than half (43.3%) were the speeding driver while the majority (56.7%) were some other involved person.

1998 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (Person Involvement)



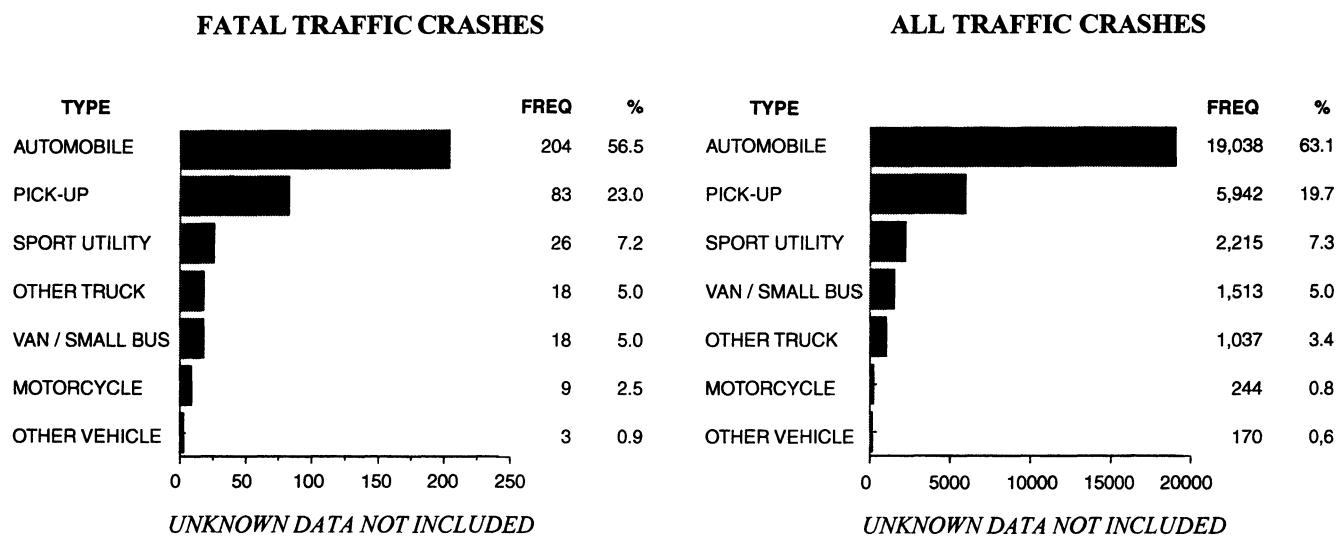
A sizable proportion of motorized drivers speeding on Missouri roadways and causing traffic crashes are young and male. Of all speeding drivers involved in Missouri's 1998 traffic crashes, about one-third (33.2%) were under the age of 21. In addition, 66.1% of the speeding drivers were male.

1998 MISSOURI TRAFFIC CRASHES -- DRIVERS SPEEDING (by Age and Sex)



The majority of speeding drivers involved in 1998 Missouri traffic crashes were driving automobiles (63.1%), followed by pick-up trucks (19.7%), and sport utility vehicles (7.3%). However, when examining speeding drivers in fatal traffic crashes, pick-up trucks make up about one-fourth of the involved vehicles (23.0%).

1998 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (by Vehicle Type)



Preliminary findings indicate the speed limit increase which went into effect March 13, 1997 continues to have an adverse impact on Missouri's crash experience. A study comparing Missouri traffic crashes three years prior to the change with two years after it went into effect was completed. Statewide, for all crashes, Missouri had a 5.4% increase in the first year and a 4.7% increase in the second. The speed limit change did not impact all roadways. The roadway type having the greatest impact was interstates. The rate of change on interstates was significantly greater than that experienced statewide. In the first year, the interstate rate of change increased by 15.5% and during the second year it increased by 14.2%.

The impact of the speed limit change was even greater when examining traffic crashes resulting in death. Statewide, there was a 7.4% increase in the first year after the change and a 14.9% increase in the second year. However, on interstates, there was a 34.4% increase in the first year and a 49.6% increase in the second.

Benchmarks

- 1 One percent reduction in speed-related fatal traffic crashes. Speed-related fatal crash rates: 1995--39.0%; 1996--39.0%; 1997--38.0%; 1998--38.0%.

Performance Measures

Continue tracking and analyzing all speed-related crashes (especially those occurring on major highways and interstates) in order to identify whether the increased speed limits have made a significant impact.

During this evaluation process, the Division will work with other strategic agencies to develop countermeasures addressing our concerns.

Strategies

- Combined Accident Reduction Enforcement (CARE) holiday saturation enforcement project with the Missouri State Highway Patrol
- Fuel for Highway Patrol speed enforcement aircraft
- Participate in national efforts to track and evaluate the increased speed limits
- Provide hazardous moving violations saturation enforcement projects to local law enforcement (with emphasis on speed enforcement)
- Increase partnership projects (both intra and interstate) for enhanced speed enforcement on major highways.
- Increase emphasis on supporting Selective Traffic Enforcement Projects (STEP) through state and local law enforcement agencies.



AGGRESSIVE DRIVING

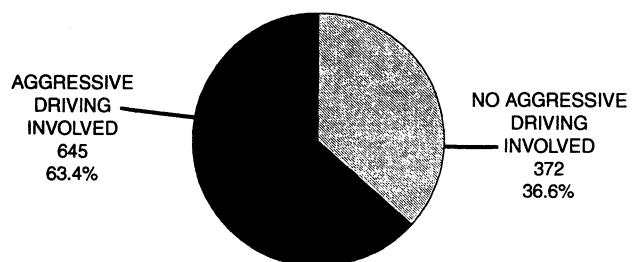
AGGRESSIVE DRIVERS

Aggressive driving has contributed substantially to traffic crashes on Missouri's roadways, especially those crashes resulting in death. Aggressive drivers are defined as drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; improper passing; violation of stop sign / signal; driving on wrong side of road (not passing); following too close; improper signal; improper lane usage / change; and / or failed to yield.

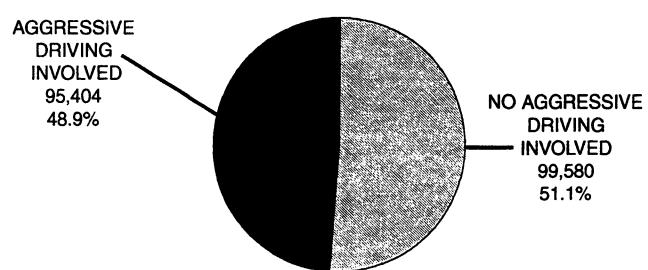
In 1998, there were 194,984 traffic crashes in the State. In these crashes, 48.9% involved one or more drivers of motorized vehicles exhibiting aggressive driving behavior. There were 1,017 fatal traffic crashes in which 1,169 persons were killed. *In 63.4% of these fatal crashes, one or more drivers were exhibiting aggressive driving behaviors.*

1998 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES

FATAL TRAFFIC CRASHES

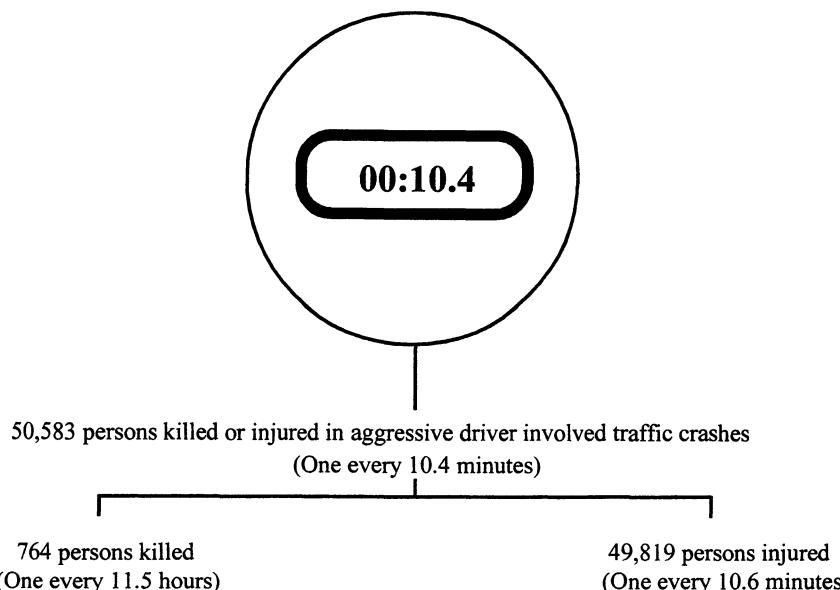


ALL TRAFFIC CRASHES



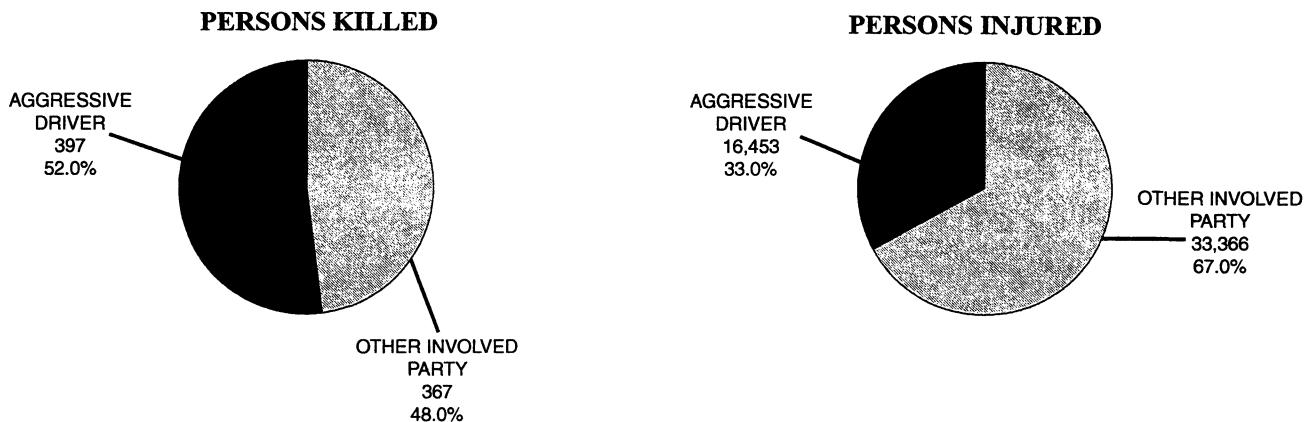
In 1998, 764 persons were killed and 49,819 injured in aggressive driver involved traffic crashes. In other words, one person was killed every 11.5 hours and one was injured every 10.6 minutes in the State.

MISSOURI AGGRESSIVE DRIVER INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1998



Aggressive drivers not only put their lives at risk, but the lives of others as well. Of the 764 people killed, 52.0% were the aggressive driver and the other 48.0% were some other party in the incident. Of the 49,819 injured, one-third (33.0%) were aggressive drivers and two-thirds (67.0%) were some other involved person.

1998 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES (Person Involvement)



1998 MISSOURI AGGRESSIVE DRIVE INVOLVED TRAFFIC CRASHES TYPE OF CIRCUMSTANCE (by Crash Severity¹)

FATAL CRASHES = 645		TOTAL CRASHES = 95,404	
	TOTAL FATAL		TOTAL CRASHES
EXCEEDING SPEED LIMIT / TOO FAST FOR CONDITIONS	55.3		31.1
IMPROPER PASSING	5.3		2.9
VIOLATION OF STOP SIGN / SIGNAL	8.2		9.1
WRONG SIDE NOT PASSING	23.4		3.9
FOLLOWING TOO CLOSE	3.6		21.4
IMPROPER SIGNAL	0.2		0.6
IMPROPER LANE USAGE / CHANGE	10.2		10.4
FAILED TO YIELD	18.3		32.9

¹This table identifies the percentage of 1998 Missouri aggressive driving related traffic crashes by specific type of aggressive driving behavior involved. For instance, in fatal aggressive driving related crashes, 55.3% involved a motorized vehicle driver speeding. In all aggressive driving related crashes, 31.1% had one or more drivers speeding.

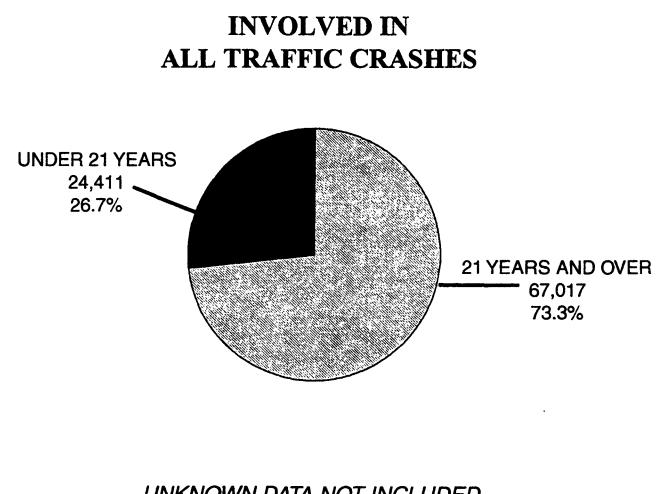
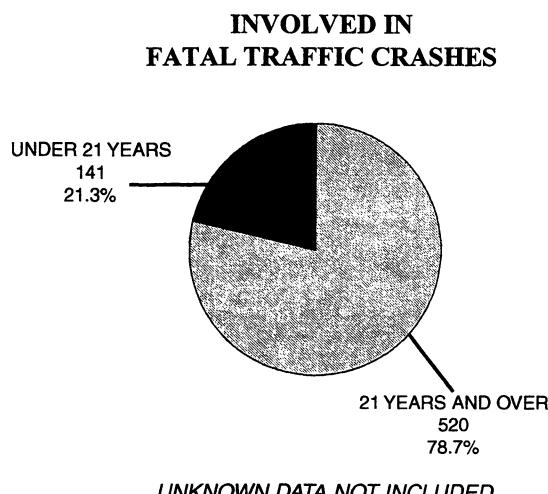
YOUNG AGGRESSIVE DRIVERS (*under Age 21*)

In 1998, there were 99,799 drivers of motorized vehicles whose aggressive driving contributed to the cause of a traffic crash. Of those, 24,411 or **26.7%** *were under the age of 21* -- causing a crash every 21.5 minutes. This is especially noteworthy since young drivers represent only 10.0% of Missouri's licensed drivers.

A total of 668 aggressive drivers were involved in crashes where one or more persons were killed. Of these, 141 or 21.3% were under the age of 21 and were involved in crashes where 170 people were killed. Of those killed, 72 or 42.4% were the young aggressive driver and 98 or 57.6% were some other person in the crash.

A total of 190 young people died and another 16,134 were injured in 1998 traffic crashes where aggressive driving was a contributing factor -- one every 32.2 minutes.

AGGRESSIVE DRIVERS INVOLVED IN 1998 MISSOURI TRAFFIC CRASHES (by Age)



Benchmarks

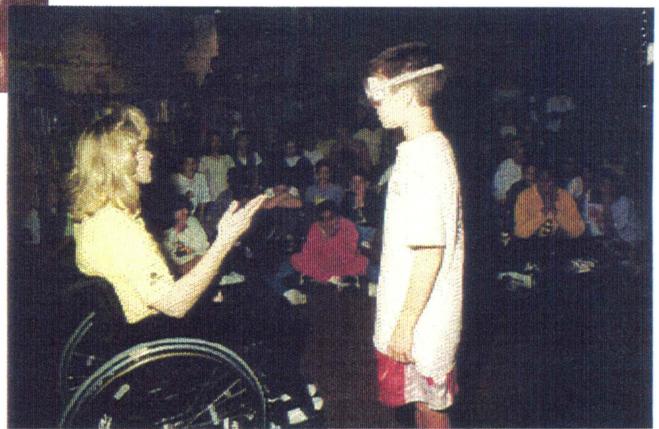
1. The state will strive to see a continued reduction in aggressive driver related crashes. Statistics from 1998 show a reduction from 1997 in both overall crashes and fatality crashes. All aggressive driving related crashes decreased from 49.3% to 48.9%, and fatalities decreased from 65.1% to 63.4%. With limited statistics, it is difficult to set a benchmark, but we will set a figure of 1% reduction per year for overall crashes and 2% per year reduction for fatal crashes.

Performance Measures

Continue to track and evaluate all crashes involving hazardous moving violations. The Division will coordinate with various law enforcement agencies, statisticians, and safety professionals to develop accepted identifiers for aggressive driving involved traffic crashes.

Strategies

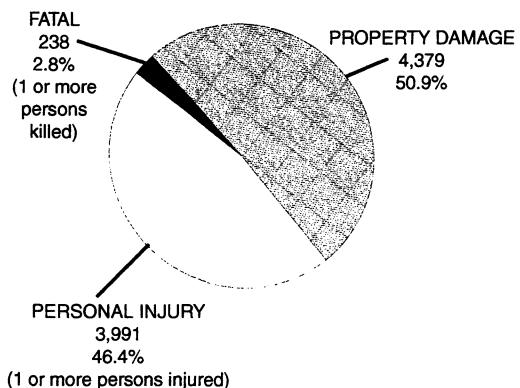
- Develop public information campaign materials designed specifically to target aggressive drivers
- Fund HMV saturation enforcement projects through the Highway Patrol and local law enforcement agencies
- Partnership strategies--the Division will continue to meet with law enforcement partners to develop enforcement/awareness strategies and share their concepts and programs
- Training--the Division has developed a Powerpoint presentation on aggressive driving and will present this program for law enforcement agencies, the business and health community, and any interested groups as requested



ALCOHOL INVOLVEMENT

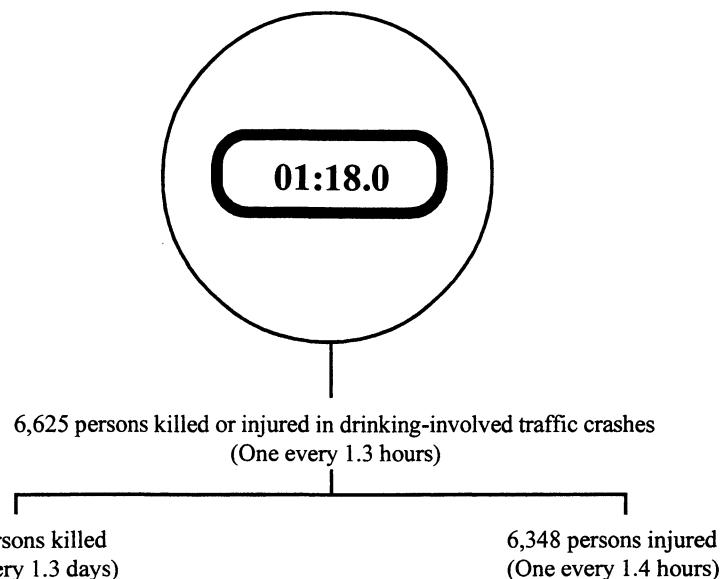
Alcohol contributes substantially to traffic crashes on Missouri's roads, especially those resulting in death or personal injury. In 1998, 194,984 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 26.3% involved someone being injured. During the same time period, there were 8,608 traffic crashes where one or more drivers and/or pedestrians were drinking and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In these incidents, 2.8% resulted in at least one death; 46.4% resulted in a personal injury.

1998 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES



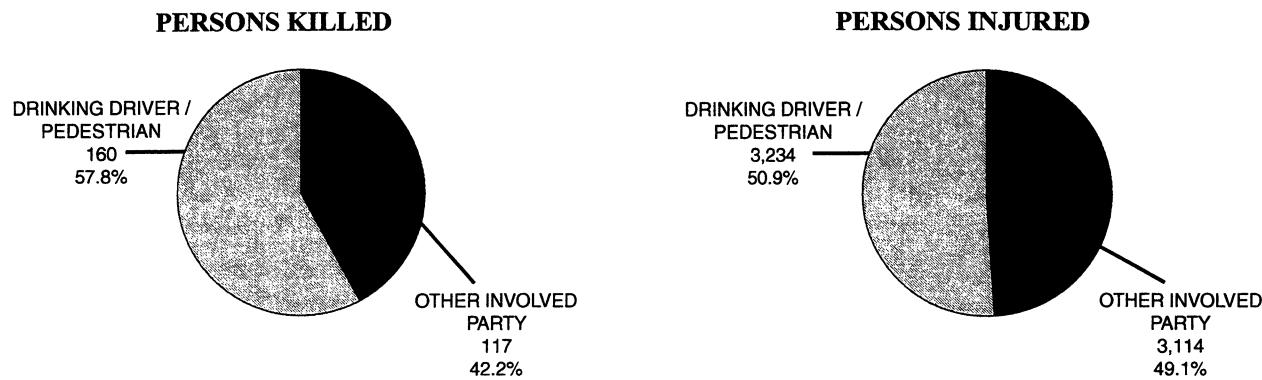
In 1998, 277 persons were killed in the 8,608 alcohol-involved traffic crashes; 6,348 persons were injured in these incidents -- one person was killed every 1.3 days and one injured every 1.4 hours. It also must be recognized alcohol intoxication is being under-reported as a contributing factor in traffic crashes. As a result, it is an even greater traffic safety problem than these statistics would indicate.

MISSOURI DRINKING-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1998



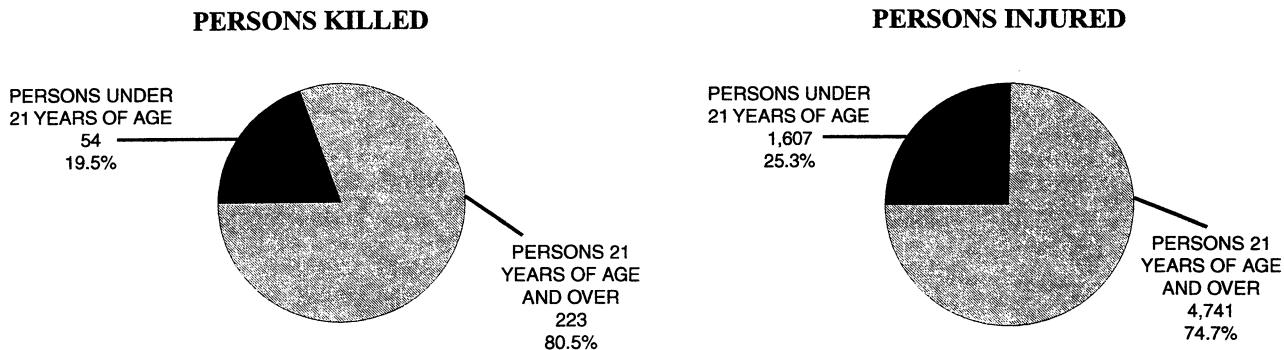
Some contend that those drinking and driving are simply hurting and killing themselves. Although a large number of persons being killed/injured in alcohol-involved traffic crashes are the drinking drivers, a substantial number of persons dying and being injured in these crashes are not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 277 persons killed in alcohol-involved traffic crashes, 57.8% were the intoxicated driver/pedestrian, but 42.2% were some other involved party. Of the 6,348 injured, 50.9% were the intoxicated drivers/pedestrians while 49.1% were other persons in the incidents.

1998 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (Person Involvement)



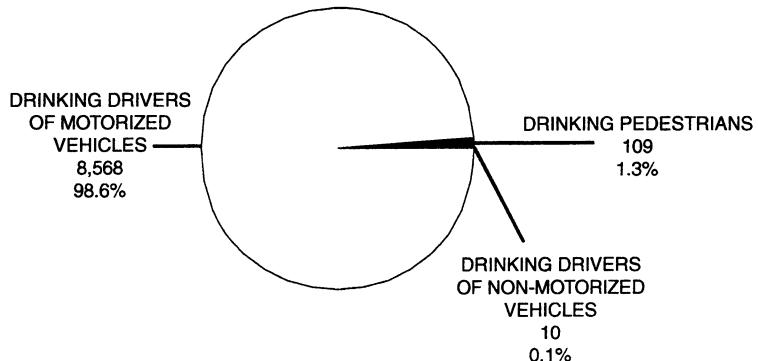
Alcohol-related traffic crashes are having an adverse impact on youth in the State of Missouri. Of the 277 persons who died in 1998 Missouri alcohol-involved traffic crashes, 19.5% were under the age of 21. Of the 6,348 who were injured in these incidents, 25.3% were young persons.

1998 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (by Age)



To address Missouri's alcohol-involved traffic crash problem, it is important to understand whose intoxicated condition contributed to the cause of the incident. There were 8,687 intoxicated drivers/ pedestrians involved in the 8,608 Missouri traffic crashes in 1998. The vast majority were drivers of motorized vehicles (98.6%); pedestrians made up 1.3%; and 0.1% involved some other driver.

DRINKING IN 1998 MISSOURI TRAFFIC CRASHES (Person Category)



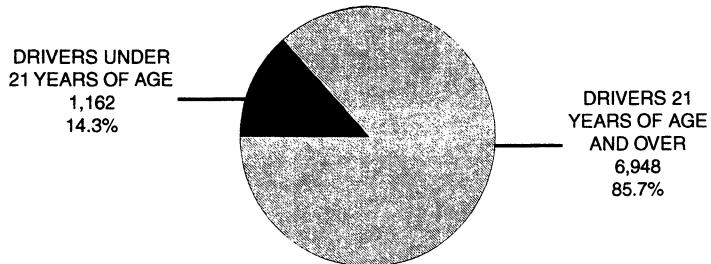
UNKNOWN DATA NOT INCLUDED

Young Drinking Drivers (Under Age 21)

Youth make up a significant proportion of drinking drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 8,568 drivers of motorized vehicles whose consumption of alcohol caused a 1998 traffic crash, 14.3% were under the age of 21 (in known cases). In other words, a drinking driver under the age of 21 caused a traffic crash in Missouri every 7.5 hours in 1998.

A total of 219 drinking drivers of motorized vehicles were involved in crashes where one or more persons were killed. Of these drivers, 14.8% were under the age of 21 (in known cases). A total of 37 persons were killed in traffic crashes involving these young drivers. ***Of those persons killed, 45.9% were the under-age drinking driver and 54.1% were some other party in the crash.***

1998 MISSOURI TRAFFIC CRASHES DRINKING DRIVERS OF MOTORIZED VEHICLES (by Age)



UNKNOWN DATA NOT INCLUDED

Dead Driver Blood Test Results

It is recognized that current law enforcement reporting practices tend to under-report alcohol and drugs as contributing factors in traffic crashes. In order to acquire a better perspective of the seriousness of this problem, a study was conducted in which blood test results of drivers killed in Missouri traffic crashes were analyzed.

When examining blood test results of drivers killed in 1995 - 1997 Missouri traffic crashes, it was found that 45.6% had been drinking to some degree and 37.7% had a blood alcohol level of 0.10 or above (legal intoxication level).

In Missouri, coroners and medical examiners are required to test for alcohol in the blood if a driver dies within eight hours of a crash. However, for drugs other than alcohol, they only test when they have some suspicion other types of drugs were involved. For those dead drivers tested for other drugs during this time period, 29.4% tested positive for one or more drugs. Of the drugs identified, 32.6% were marijuana, 21.9% were methamphetamine / amphetamine, and 7.6% were cocaine.

Because of the seriousness of the alcohol-related crash problem, and especially the overwhelming connection with young drivers, a large percentage of the Division's efforts are directed toward enforcement and prevention in this area. For the several years, Missouri has qualified for special Federal alcohol incentive grants. This has enabled the state to expand its efforts in the areas of countermeasures (i.e., equipment purchases; improvements in the offender tracking system; training; public awareness; and enforcement).

Benchmarks

1. To decrease total alcohol-related crashes by 2.0% annually.

<u>Year</u>	<u>Total</u>	<u>% Change</u>
1995	9310	(base year)
1996	9093	2.3% decrease
1997	8730	3.99% decrease
1998	8608	1.39% decrease

2. To decrease alcohol-related crashes caused by drivers under 21 to a maximum 12.5% of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1%
1996	12.5%
1997	12.6%
1998	19.5%

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. In alcohol-related crashes, specific criteria are considered: age and sex of drivers; time, date & location of occurrences; drivers versus pedestrians. Crash data will be analyzed in those target areas where alcohol countermeasure projects have been established.

Future measures will include arrest and conviction data on alcohol-related traffic offenders. This data will be used to evaluate existing legislation and to determine needed training and equipment for effective enforcement, prosecution, adjudication and treatment of these offenders.

Strategies

Public Information & Education

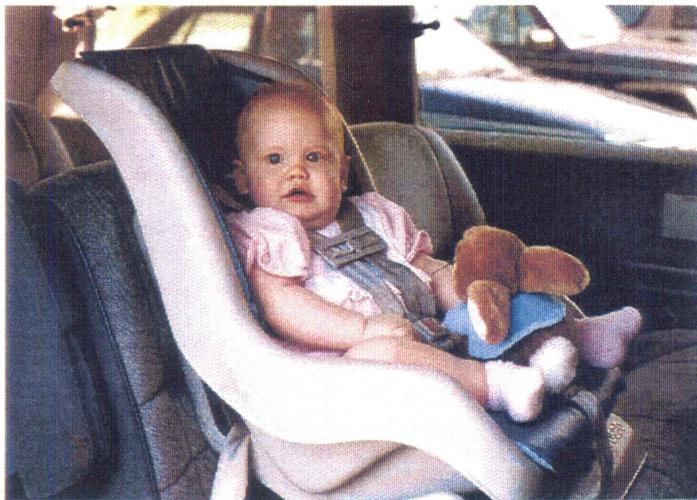
- Educate the public about the dangers of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, and public service announcements
- Incorporate drinking/driving educational programs into Missouri's school systems
- Continue Team Spirit Leadership development workshops with high school teams
- Develop statewide designated driver programs which stress alternatives to drinking and driving
- Educate alcohol servers in intervention techniques
- Support the Governor's Commission on DWI & Impaired Driving (administrative & financial support)
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project)

Enforcement

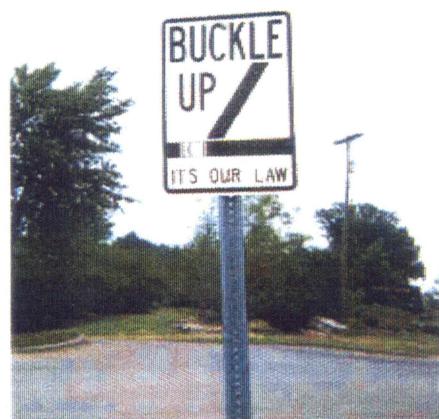
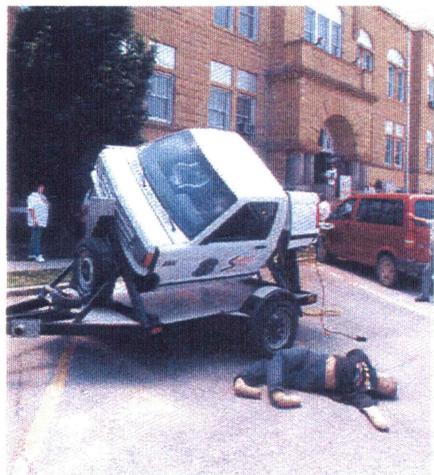
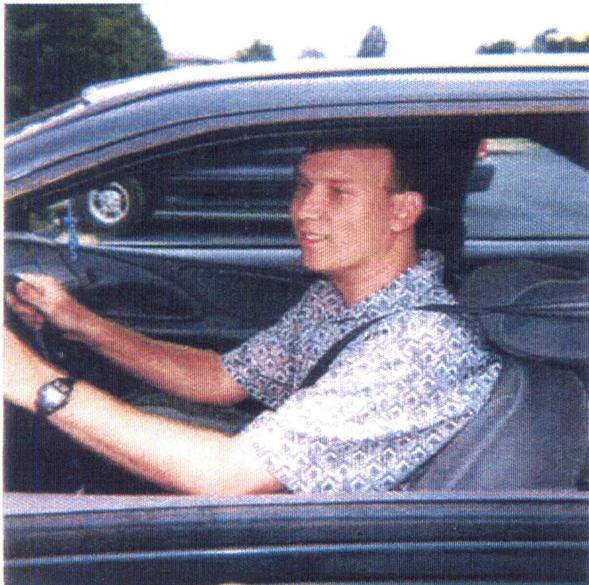
- Provide training on detection and apprehension of impaired drivers; field sobriety testing; courtroom testimony; and DWI crash investigation techniques
- Provide funding for alcohol saturation enforcement teams and sobriety checkpoints
- Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (Preliminary Breath Test units for Highway Patrol)
- Provide funding for projects designed to apprehend minors attempting to purchase alcohol
- Increase consistency in enforcement efforts statewide through law enforcement campaigns
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project)

Prosecution/Adjudication

- Upgrade testing equipment used to analyze breath samples taken from DWI offenders
- Assure breath testing equipment is adequately repaired and functional and the integrity of the equipment is not compromised
- Train judiciary on local/national DWI issues
- Provide assessments/equipment/training to enhance the State's ability to track DWI offenders
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project)



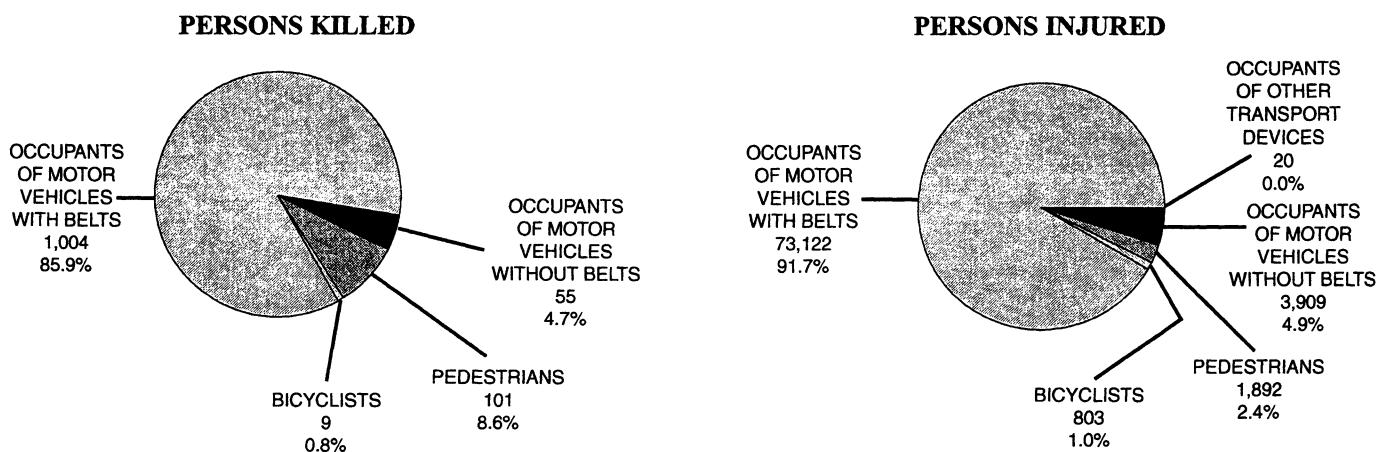
OCCUPANT PROTECTION



OCCUPANT PROTECTION

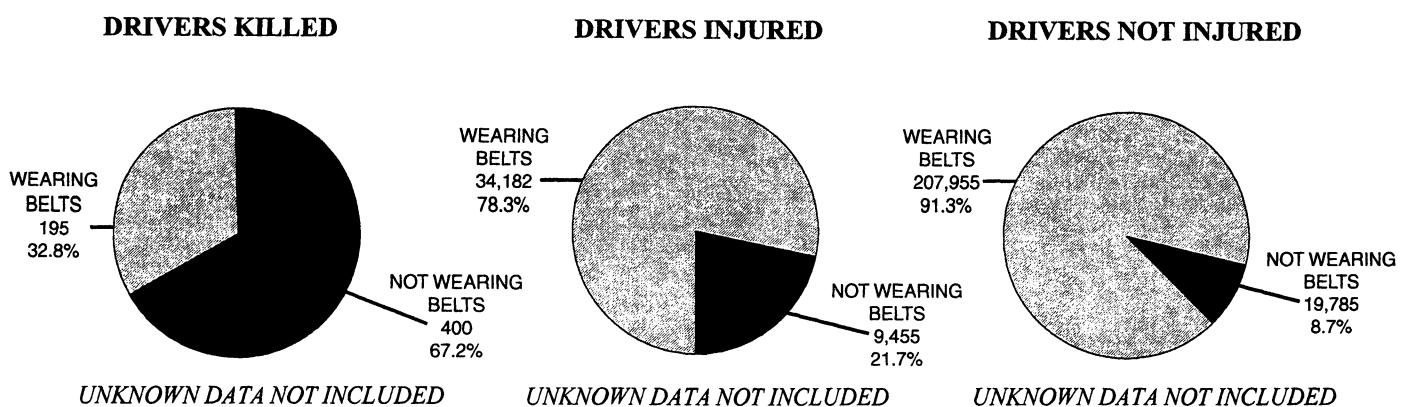
It is well recognized one of the best ways to protect oneself from death and injury when traveling in a motor vehicle is to wear seat belts and, for the very young person, it is to place them in a child safety seat. For a numbers of years, motor vehicle manufacturers have been required to install seat belts in their vehicles. As a result, the majority of motor vehicles on Missouri roadways have these types of safety devices installed. When examining persons killed and injured in Missouri traffic crashes, the vast majority had seat belt devices available for use. In 1998, 1,169 persons were killed in traffic crashes. Of these, 85.9% were occupants of vehicles which, in all probability, had a seat belt available for use. Of the 79,746 persons injured in 1998, 91.7% were driving or riding in vehicles having seat belts.

1998 MISSOURI TRAFFIC CRASHES



A substantial number of drivers killed in 1998 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. Of those dead drivers whose seat belt usage was known, 67.2% were not buckled up. Of those injured, 21.7% were not belted, and of those not injured, only 8.7% were not wearing a seat belt.

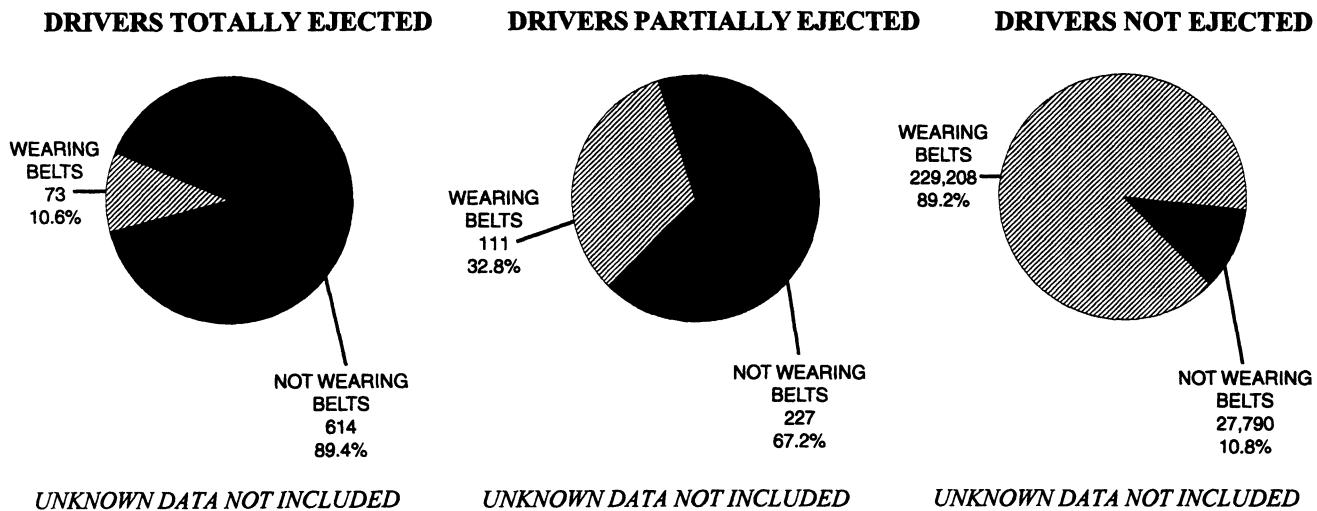
1998 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE



EJECTIONS

The possibility of death and injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. Of those drivers totally ejected from a vehicle in 1998 Missouri traffic crashes, 89.4% were not wearing seat belts in known cases and of those partially ejected, 67.2% were not belted. Of the drivers not ejected from their vehicles, only 10.8% were not wearing their safety restraint device.

1998 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

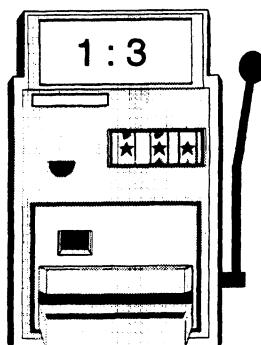


INCREASE YOUR ODDS

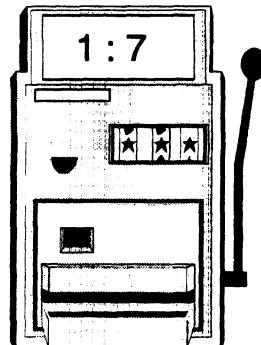
Seat belt usage dramatically reduces a person's chance of being killed and injured in a traffic crash. Of the drivers involved in 1998 Missouri traffic crashes, 1 in 3 were injured if they were not wearing their seat belt. However, if they were wearing a seat belt, their chances of being injured in the crash were 1 in 7. When examining driver deaths, the differences are much more dramatic. A driver involved in a 1998 Missouri traffic crash had a 1 in 74 chance of being killed if they were not wearing a seat belt. In those cases where a driver wore a seat belt, their chance of being killed was 1 in 1,243.

1998 MISSOURI TRAFFIC CRASHES CHANCE OF DRIVER BEING INJURED

NOT WEARING SEAT BELT

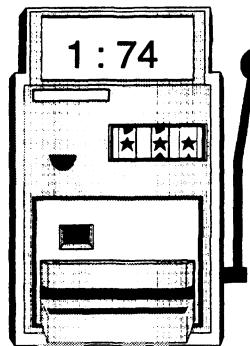


WEARING SEAT BELT

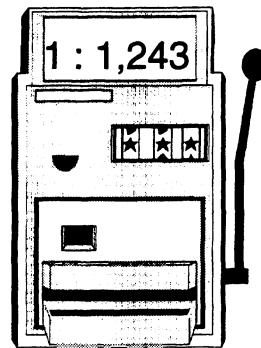


CHANCE OF DRIVER BEING KILLED

NOT WEARING SEAT BELTS



WEARING SEAT BELTS

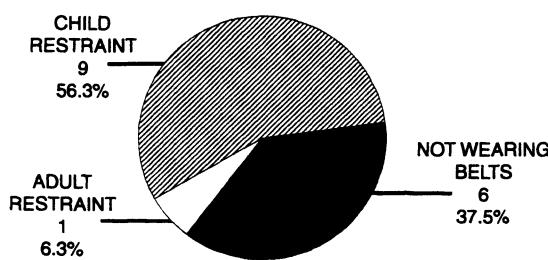


CHILD SAFETY SEATS

From a public safety policy perspective, Missouri must continue to promote the use of seat belts by motor vehicle occupants. In addition, special attention must be paid to increasing the use of specialized restraint devices when transporting young children. In 1998, 18 children under the age of 4 were killed in a motor vehicle. In known cases, 37.5% were not using any type of restraint device. In one instance, an adult restraint device was used which probably had little or no safety effect. There were 1,236 children under 4 injured as occupants in motor vehicles in 1998. In known cases, 15.3% were not using any type of restraint device and 23.4% were in an adult seat belt.

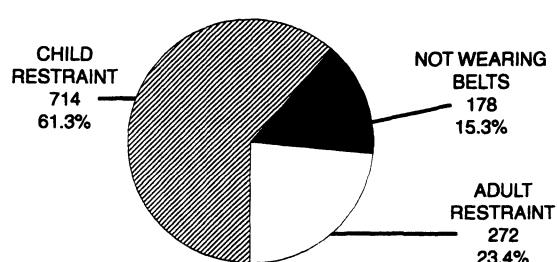
1998 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE -- CHILDREN UNDER AGE 4

CHILDREN UNDER AGE 4 -- KILLED



UNKNOWN DATA NOT INCLUDED

CHILDREN UNDER AGE 4 -- INJURED



UNKNOWN DATA NOT INCLUDED

CHILD OCCUPANTS AGES 4-14

Of the 75 children 14 years of age and under killed in 1998 Missouri crashes, 57 or 76.0% were occupants of motor vehicles. Of the 7,665 children 14 years of age and under injured in 1998 Missouri crashes, 6,679 or 87.1% were occupants of motor vehicles.

One motor vehicle occupant 14 years of age and under was killed or injured every 1.3 hours in traffic crashes in the State of Missouri.

There were 4,856 traffic crashes in 1998 in which one or more occupants 14 years of age and under were killed and injured.

There were 36 occupants between the ages of 4 and 14 killed and 5,058 injured while riding in vehicles having restraint devices. Of those killed, 34.4% were using an adult restraint. Of those occupants injured, 1.7% were using a child restraint and 68.2% were wearing an adult restraint.

One occupant riding in an unenclosed area of a pick-up truck was killed in 1998 Missouri traffic crashes. However, that person was not 14 years of age and under. Of the 86 occupants injured while riding in the unenclosed areas of pick-up trucks, 31 or 36.1% were 14 years of age and under.

Seat Belt Surveys

Missouri has had safety belt surveys performed by the State Highway Patrol (predominantly on Interstates and major highways) and also by local law enforcement agencies (predominantly within city limits and often in the more rural, smaller communities). Surveys performed by the Patrol have indicated an average usage rate of 62% while surveys from the local communities have shown an average usage rate of 52%. Surveys by Missouri's SAFE KIDS Coalitions have indicated that misuse of child safety seats remains a large problem--a staggering 80% of the seats were noted as being improperly used/installed. Unfortunately, Missouri has not had a good mechanism in place to survey proper usage of child safety seats statewide.

Benchmarks

1. Establish a baseline seat belt usage rate for the State of Missouri that is recognized by the National Highway Traffic Safety Administration (NHTSA)--Baseline for 1999=60.4%
2. Increase seat belt use rate from 60.4% (1999) to 70% for year 2000.
2. Passage of legislation that provides for primary enforcement of seat belt violations
3. Establish a base of certified trainers to teach proper installation of child safety seats

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. Usage rates will be analyzed in those target areas where safety belt projects have been established.

Properly administered and consistent occupant restraint usage surveys will be conducted throughout the state by the Missouri Division of Highway Safety. Usage rates will be monitored to analyze the effectiveness of our enforcement and educational campaigns.

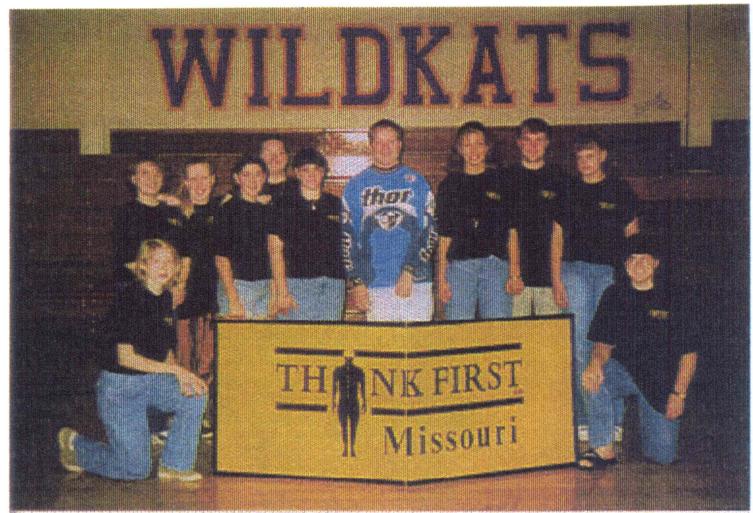
Strategies

- Conduct NHTSA-approved statewide seat belt surveys annually in October.
*Observational safety belt usage survey data will be collected from locations representative of the top 85 percent of the state's population. The observational data collected will be in compliance with guidelines in accordance with those recommended by the federal Intermodal Surface Transportation Efficiency Act
*Counties will be divided into two groups--7 urban counties (50,000+ population) and 13 rural counties (<50,000 population)--for a total of 20 counties, as required by NHTSA guidelines. A Missouri Department of Transportation road segments database will be used to randomly select the sampling locations for each of the 20 counties.
*Data collectors (observers) will be used to record usage/non-usage of safety belts by drivers and outboard front seat passengers of: passenger vehicles; vans; sport utility vehicles; and pickup trucks. Observation periods will be 40 minutes and conducted on each day of the week between the hours of 8:00 a.m. and 5:00 p.m.
- Establish child safety seat loaner programs
- Conduct child safety seat training programs
- Conduct seat belt checkpoint and educational programs through local law enforcement agencies, Safe Communities, and safety organizations

**OCCUPANTS OF AUTOMOBILES / TRUCKS / VANS / MOTOR HOMES UNDER THE AGE OF 4
KILLED AND INJURED IN 1998 MISSOURI CRASHES**

PERSONAL INJURY SEVERITY BY SEAT BELT USAGE

	CHILD RESTRAINT	SEAT BELT USED	SEAT BELT NOT USED	UNKNOWN	TOTAL
KILLED	9	1	6	2	18
ROW %	56.3	6.3	37.5	---	100.0
DISABLING MAJOR	36	12	23	4	75
ROW %	50.7	16.9	32.4	---	100.0
EVIDENT	259	111	100	23	493
ROW %	55.1	23.6	21.3	---	100.0
PROBABLE	419	149	55	45	668
ROW %	67.3	23.9	8.8	---	100.0
TOTAL	723	273	184	74	1,254
ROW %	61.3	23.1	15.6	---	100.0



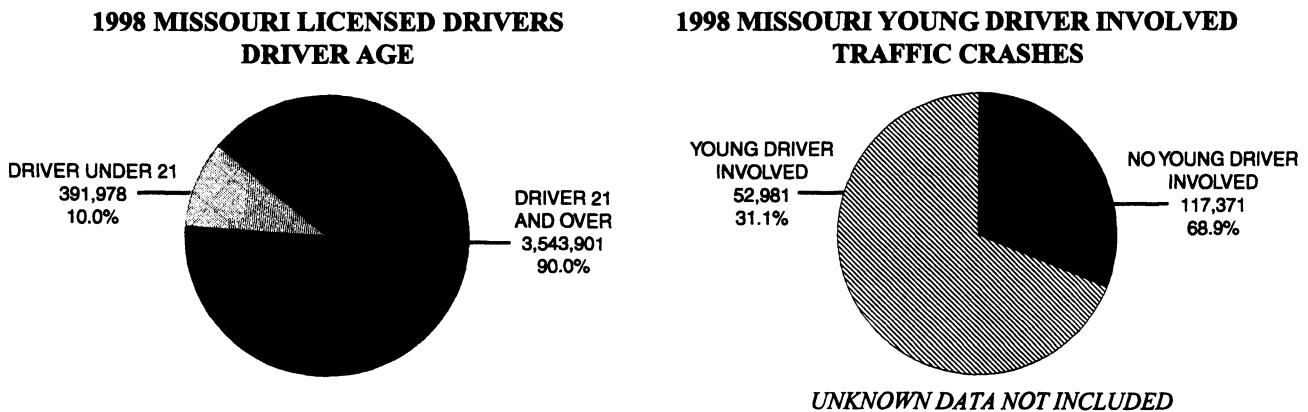
YOUNG DRIVERS



YOUNG DRIVERS

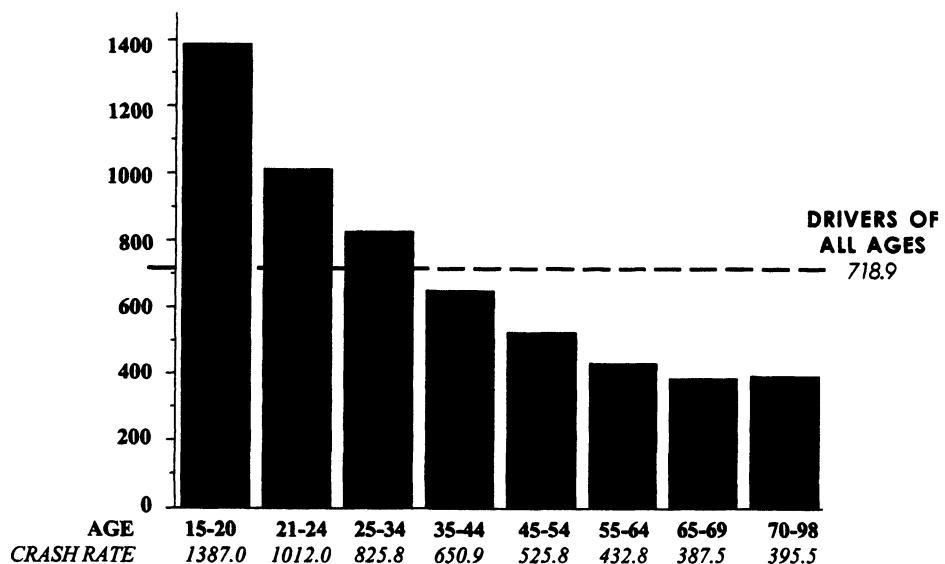
Youth are substantially over-involved in Missouri's traffic crash experience. There were 391,978 persons under the age of 21 licensed in Missouri in 1998. They accounted for 10.0% of the 3,935,879 persons licensed in the State. This percentage continues to rise annually. Of all 1998 Missouri crashes, 31.1% involved a young driver. *A total of 274 persons were killed and 26,643 were injured in traffic crashes involving a young driver.*

YOUTH OVER-INVOLVEMENT IN MISSOURI TRAFFIC CRASHES



In 1998, 718.9 of every 10,000 licensed drivers were involved in a traffic crash in Missouri. Of every 10,000 licensed drivers under the age of 21, there were 1,387 involved in a traffic crash during the same year -- almost twice as many.

1998 MISSOURI CRASH INVOLVEMENT RATE PER 10,000 REGISTERED DRIVERS



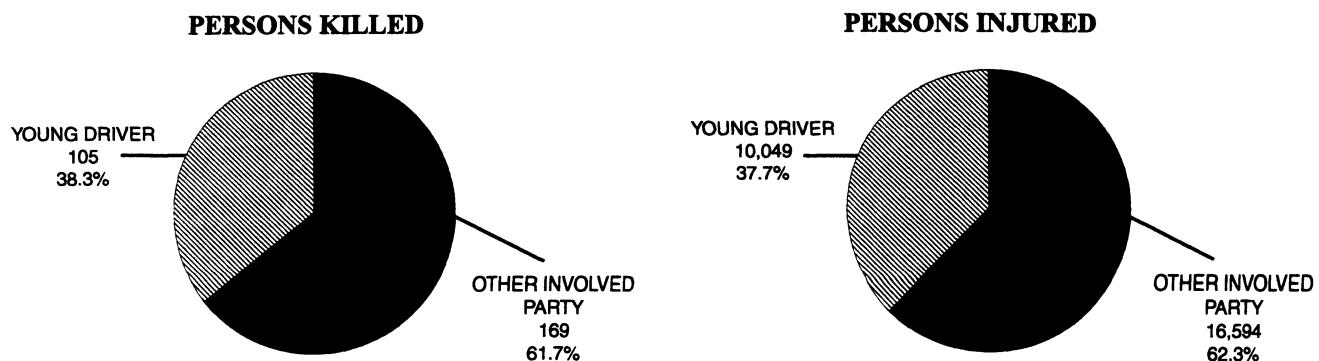
In 1998, 274 persons were killed in the 52,981 Missouri young driver involved traffic crashes. In addition, 26,643 persons were injured in these incidents. In other words, one person was killed every 1.3 days and one was injured every 19.7 minutes in the State.

**MISSOURI YOUNG DRIVER INVOLVED PERSONAL INJURY
PROBLEM ANALYSIS CLOCK
1998**



Some contend young drivers on Missouri roadways are simply hurting and killing themselves. A large number of persons being killed and injured in young driver involved traffic crashes are the young driver. However, a substantial number of persons dying and being injured in these crashes are not young drivers and their actions in these incidents probably had not contributed to the cause of the collision. Of the 274 persons killed in 1998 Missouri young driver involved traffic crashes, 38.3% were the young driver and 61.7% were some other involved party. Of the 26,643 injured, 37.7% were the young driver while 62.3% were some other person in the incident.

**1998 YOUNG DRIVER INVOLVED TRAFFIC CRASHES
(Person Involvement)**



Young Drinking Drivers

There were 8,568 drivers whose consumption of alcohol contributed to the cause of a traffic crash. Of those, 1,162 or 14.4% were under the legal drinking age of 21 (causing a traffic crash every 7.5 hours).

A total of 219 **drinking drivers** were involved in crashes where one or more persons were killed. Of these, 32 (14.8%) were under the age of 21. A total of 37 people died in crashes involving these young drivers. Of those killed, 45.9% were the under-age drinking driver and 54.1% were someone else involved in the crash.

In 1998, 237 **young drivers** were involved in 229 traffic crashes where 274 persons were killed. Of the total, 32 or 13.5% were drinking and driving. ***In other words, one of every seven young drivers involved in fatal crashes was drinking alcohol and his / her intoxicated condition contributed to the cause of the crash.***

Young People Killed / Injured in Alcohol-Related Crashes

A total of 54 young persons were killed and 1,607 were injured where alcohol was a contributing factor. One person under the age of 21 was killed or injured in an alcohol-involved traffic crash every 5.3 hours. The estimated economic loss directly associated with young persons killed and injured in 1998 Missouri alcohol-involved traffic crashes was \$84,864,000.

Benchmarks

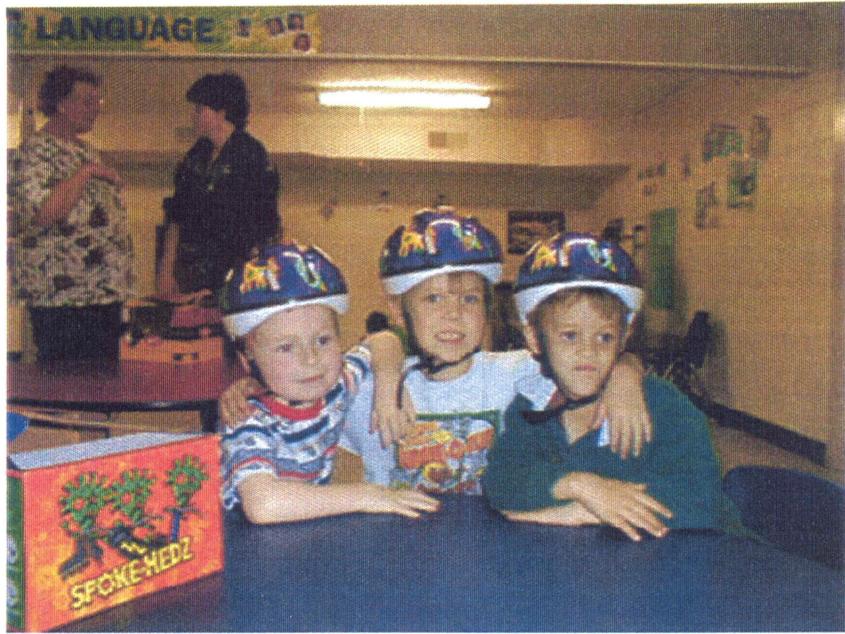
With the annual increased percentage of drivers under the age of 21, it will be difficult to predict a decrease in the total crashes involving this age group. However, by incorporating strategies aimed at reaching this target population, the Division hopes to see a 1% reduction or at least rise no higher than the current level of 31.1% of total crashes involving a young driver.

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmark.

Strategies

- *Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive* has recently been developed and published. This Guide will be distributed statewide utilizing high school driver's education classes, Department of Revenue, Highway Patrol, and other appropriate venues.
- The Division will focus public information & education campaigns on the youthful driver.
- Fuel for Your Head (the Division's interactive CD-rom for beginning drivers) will be updated and distributed.
- The Division will work toward developing programs targeting "high-risk" youth, and also incorporating traffic safety into existing programs (such as the National Guard's Show-Me ChalleNGe Program).



SAFE COMMUNITIES



SAFE COMMUNITIES

Each year, approximately 43,500 people are killed as a result of transportation related incidents involving motor vehicles, railroads, boating, airline incidents and transit operations. Motor vehicle crashes are the principal cause of on-the-job fatalities and the third largest cause of all deaths in the United States. Fatalities, however, are only a small part of the total injury picture. The economic burden of these injuries is enormous--over \$150.5 billion each year in economic costs and \$17 billion in medical costs. the vast majority of the traffic related injuries and deaths are not acts of fate, but are predictable and preventable.

Safety education and awareness of these issues must be addressed on a personal, economic and social basis within each and every community in America. Only through a comprehensive approach that includes public information and enforcement can people's lives be saved and this significant public health issue be addressed.

The State of Missouri works with three local Safe Communities--Northern Missouri in Randolph & Macon Counties; Cape Girardeau; and Springfield.

Benchmarks

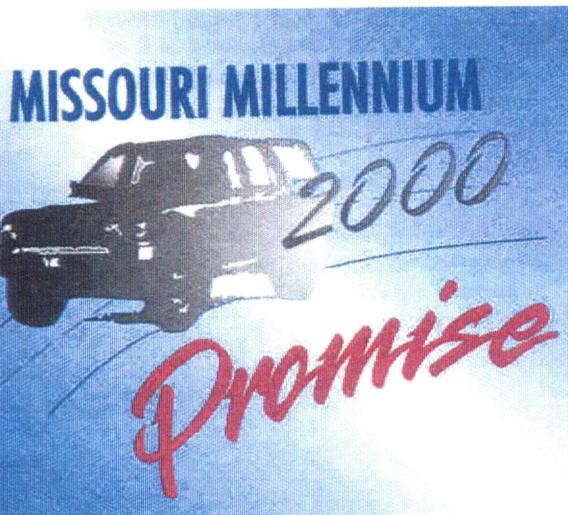
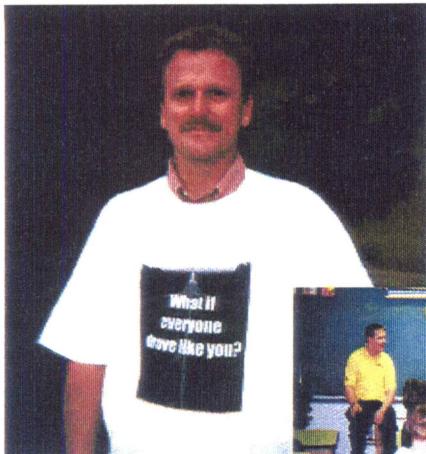
1. Enhance overall safe communities program development
2. Increase safety belt use to 85%; increase bicycle safety and pedestrian safety awareness programs; increase traffic safety enforcement and education projects in order to reduce injuries resulting from motor vehicle crashes.
3. Reduce alcohol-related crashes by 10%; provide public information and education, and conduct enhanced selective enforcement (with emphasis on speed and aggressive driving) to reduce crashes caused by hazardous moving violations.

Performance Measures

Implementation of a yearly activity calendar.; Expanded partnerships; Ongoing analysis of traffic crash and injury data; Safety belt use rates.

Strategies

- Develop and distribute a yearly activity calendar
- Develop and distribute a promotional package for recruiting new partnerships
- Safety belt checkpoints
- Observational safety belt surveys
- Conduct public awareness/educational presentations
- Fund law enforcement countermeasures to reduce traffic violations



Public Information/Education



National Injury Prevention Programs
THINK FIRST
Missouri

PUBLIC INFORMATION & EDUCATION

It is alarming to realize that traffic crashes have become an accepted part of our mobile society. The Division needs a highly visible traffic safety campaign with a central theme in order to heighten awareness and ultimately change attitudes and behaviors. Differing messages have to be developed to reach different target audiences.

It is not feasible to try to reach all target populations in one year. Therefore, the Division developed a strategy to attack these different target groups over several years:

Year 1 (FY 1999)—Drivers ages 21-34

Year 2 (FY 2000)—Young Drivers ages 16-20 (with emphasis on high-risk youth)

The Division introduced the Missouri Millennium Promise (MMP). The MMP is a campaign which strives to force drivers (and passengers) to recognize that safe driving is their personal responsibility. This is accomplished by having them sign a “promise” to be a safe driver by wearing their safety belt, buckling in their children, obeying the speed limits, and never drive after drinking. The promise cards are being collected in an attempt to collect 2 million by the millennium. This campaign is being publicized at local promotional sign-up events, at fairs, in newsletters, on the website, through law enforcement, and during across-the-state traveling brigades.

The Division also introduced several Public Service Announcements to complement the commitment to be a safe and responsible driver, plus another PSA entitled, “Save A Grownup.”

Benchmarks

1. Heighten awareness and positively impact the target population (16-20) concerning traffic safety
2. Heighten awareness regarding safety issues related to commercial motor vehicles sharing the roads with other traffic

Performance Measures

Monitor the Missouri Millennium Promise by: number of signed MMP cards received; sign-up events held; and feedback from the public.

Track crash statistics regarding the target population; track the distribution of awareness materials and feedback from the target population.

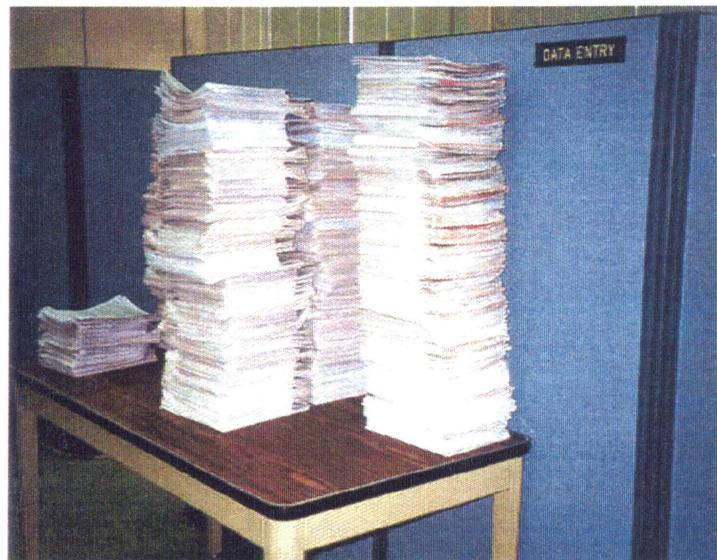
Assess evaluations from Governor’s Conference on Traffic Safety

Strategies

- Establish focus groups to provide input on traffic safety issues affecting their target population
- Develop and promote a traffic safety campaign designed to reach the target population
- Host a joint MDHS/MCSAP Governor’s Conference on Traffic Safety
- Promote safety awareness campaigns between the Highway Safety and MCSAP programs such as the Missouri Millennium Promise and NO-ZONE.



ENGINEERING SERVICES & DATA COLLECTION



ENGINEERING SERVICES & DATA COLLECTION

Other areas which are vital to an effective and efficient traffic safety program are data collection and engineering services.

STARS Maintenance & Traffic Safety Compendium

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS) which is the repository for all crash statistics. The Traffic Safety Compendium, the document that supports this data-driven program, is compiled from data collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data.

Local Community Traffic Assistance

Small communities often lack the fiscal and personnel resources to support studies to determine whether the community has proper traffic signing and control devices, whether improvements are warranted in order to reduce traffic crashes, and whether bridges are adequate and safe.

Traffic Signing Projects: Since uniform, consistent traffic signing reduces traffic crashes, the Division participates in a cost-sharing program for materials required to bring local communities into compliance with the national Manual on Uniform Traffic Control Devices. This is accomplished through the implementation of a local Traffic Signing Plan.

Bridge and Traffic Engineering Assistance Programs: Technical expertise is also provided to cities/ counties to conduct bridge and traffic engineering countermeasure analysis (including bridge inspections and traffic control device inventory). In order to provide assistance in these areas, the Division of Highway Safety allocates funding, through the Missouri Department of Transportation, for two consultants to perform this service for the local jurisdictions. These projects are identified as the Bridge Engineering Assistance Program (BEAP) and the Traffic Engineering Assistance Program (TEAP).

Training

Support is also given to provide traffic engineering forums and technology transfer to enhance local capability for accident countermeasure developments. This is accomplished through training workshops and conferences funded through MO Department of Transportation.

A 3-day instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers. It is anticipated 4 of these programs will be offered statewide. Participants will receive training on pinpointing typical traffic problems, roadway and/or signing defects, and identifying solutions for high-crash locations.

Missouri Traffic Information System (MOTIS)

This computerized system for collection and comprehensive management of traffic data, provides on-line information concerning traffic activities and needs for local law enforcement agencies. MOTIS allows agencies to track crash occurrences, deploy enforcement efforts, design accident countermeasure programs, and develop customized reports.

Benchmarks

1. Production of the Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public
2. Transfer Traffic Safety Compendium to the MDHS website so that statistics can be accessed by a wider audience
3. Provide assistance to 40 local communities for traffic and bridge engineering
4. Provide training for engineering professionals at workshops and the Annual Traffic Conference (attendance will be determined by conference costs based on location and travel constraints)
5. Increase number of agencies utilizing MOTIS program to 200 (currently there are approximately 135 users)

Performance Measures

Continue tracking and analyzing the statistics to determine which problem areas have demonstrated an increase or decrease in crash activity. Evaluate crash statistics by geographic location, driver subgroups, and causation factors to determine positive or negative trends.

Strategies

- Encode all accident reports into the STARS system, ensuring accuracy and efficiency
- Utilize statistics to produce the annual Traffic Safety Compendium to assist the Division of Highway Safety and local communities in developing problem identification
- Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
- Provide training to assure state and local engineers are kept abreast of current technology
- Offer 4 regional workshops on high accident location countermeasures
- Publicize and promote release of new MOTIS software in September 1999; continue promotion of MOTIS at traffic-related conferences and trainings



PROJECT ACTIVITY & BUDGET



MISSOURI DIVISION OF HIGHWAY SAFETY-FY 00 PROJECTS				Total Allocation	Funding Source		
Task	Project#	Grantee	Problem Area & Project Countermeasures		402	402 YA	410
			PLANNING AND ADMINISTRATION	\$ 140,000.00	\$ 140,000.00		
1	00-PA-01	MDHS	Coordination (internal administration)	\$ 140,000.00	\$ 140,000.00		
			POLICE TRAFFIC SERVICES	\$ 2,527,482.80	\$ 2,527,482.80		
1	00-PT-02-1	MDHS	Coordination (program Management)	\$ 115,000.00	\$ 115,000.00		
2	00-PT-02-2	MDHS	LETSAC Advisory Council Support	\$ 20,000.00	\$ 20,000.00		
3	00-PT-02-3	MSHP	Law Enforcement Training	\$ 107,458.00	\$ 107,458.00		
3	00-PT-02-4	CMSU	Law Enforcement Training	\$ 51,360.00	\$ 51,360.00		
3	00-PT-02-5	CMSU	Motorcycle Training	\$ 34,909.92	\$ 34,909.92		
3	00-PT-02-6	Missouri Southern	Law Enforcement Training	\$ 40,500.00	\$ 40,500.00		
4	00-PT-02-7	MDHS	Governor's Highway Safety Conference	\$ 60,480.00	\$ 60,480.00		
5	00-PT-02-8	MDHS	Special Traffic Enforcement Statewide	\$ 21,500.00	\$ 21,500.00		
6	00-PT-02-9	MDHS	Postage, Printing, Photography, misc. expenses	\$ 140,000.00	\$ 140,000.00		
6	00-PT-02-10	MDHS	Public Information and Education	\$ 40,000.00	\$ 40,000.00		
6	00-PT-02-11	Beenders Mktg Group	Public Information and Education (Ad Agency)	\$ 175,000.00	\$ 175,000.00		
6	00-PT-02-12	MDHS	Operation Lifesaver Educational Materials- Economic Develop.	\$ 5,000.00	\$ 5,000.00		
7	00-PT-02-13	MDHS	S.T.E.P.-Overtime enf. by local & county officers for traffic violations	\$ 30,000.00	\$ 30,000.00		
6	00-PT-02-14	MDHS	National/Regional Highway Safety Workshops	\$ 55,000.00	\$ 55,000.00		
6	00-PT-02-15	MDHS	Equipment Upgrade	\$ 20,000.00	\$ 20,000.00		
6	00-PT-02-16	MDHS	Newsletter	\$ 16,000.00	\$ 16,000.00		
			Enforcement Projects				
42	8 00-PT-02-17	Arnold PD	(See attached sheets for a description of each project on all law enforcement grants)	\$ 2,500.00	\$ 2,500.00		
8	00-PT-02-18	Bellefontaine Neigh.		\$ 14,100.00	\$ 14,100.00		
8	00-PT-02-19	Bel-Nor PD		\$ 4,000.00	\$ 4,000.00		
8	00-PT-02-20	Bel-Ridge PD		\$ 4,000.00	\$ 4,000.00		
8	00-PT-02-21	Belton PD		\$ 18,950.00	\$ 18,950.00		
8	00-PT-02-22	Berkeley PD		\$ 8,500.00	\$ 8,500.00		
8	00-PT-02-23	Boone County SD		\$ 9,000.00	\$ 9,000.00		
8	00-PT-02-24	Brentwood PD		\$ 5,000.00	\$ 5,000.00		
8	00-PT-02-25	Cape Girardeau PD		\$ 14,000.00	\$ 14,000.00		
8	00-PT-02-26	Cape Girardeau SD		\$ 2,500.00	\$ 2,500.00		
8	00-PT-02-27	Cass County SD		\$ 13,500.00	\$ 13,500.00		
8	00-PT-02-28	Charlack PD		\$ 5,500.00	\$ 5,500.00		
8	00-PT-02-29	Chesterfield PD		\$ 10,000.00	\$ 10,000.00		
8	00-PT-02-30	Clay County SD		\$ 34,300.00	\$ 34,300.00		
8	00-PT-02-31	Clinton PD		\$ 1,000.00	\$ 1,000.00		
8	00-PT-02-32	Cole County SD		\$ 13,125.00	\$ 13,125.00		
8	00-PT-02-33	Columbia PD		\$ 10,000.00	\$ 10,000.00		
8	00-PT-02-34	Country Club Hills PD		\$ 2,000.00	\$ 2,000.00		

MISSOURI DIVISION OF HIGHWAY SAFETY-FY 00 PROJECTS				Total Allocation	Funding Source		
Task	Project#	Grantee	Problem Area & Project Countermeasures		402	402 YA	410
Enforcement Projects Continued							
8	00-PT-02-35	Creve Coeur PD	(See attached sheets for a description of each project on all law enforcement grants)	\$ 10,104.00	\$ 10,104.00		
8	00-PT-02-36	Des Peres PD		\$ 4,000.00	\$ 4,000.00		
8	00-PT-02-37	DeSoto PD		\$ 500.00	\$ 500.00		
8	00-PT-02-38	Ellisville PD		\$ 4,500.00	\$ 4,500.00		
8	00-PT-02-39	Eureka PD		\$ 6,500.00	\$ 6,500.00		
8	00-PT-02-40	Farmington PD		\$ 5,500.00	\$ 5,500.00		
8	00-PT-02-41	Ferguson PD		\$ 8,000.00	\$ 8,000.00		
8	00-PT-02-42	Florissant PD		\$ 9,500.00	\$ 9,500.00		
8	00-PT-02-43	Foristell PD		\$ 3,500.00	\$ 3,500.00		
8	00-PT-02-44	Franklin County SD		\$ 17,500.00	\$ 17,500.00		
8	00-PT-02-45	Gladstone PD		\$ 12,000.00	\$ 12,000.00		
8	00-PT-02-46	Grain Valley PD		\$ 2,500.00	\$ 2,500.00		
8	00-PT-02-47	Hannibal PD		\$ 12,148.00	\$ 12,148.00		
8	00-PT-02-48	Hazelwood PD		\$ 7,000.00	\$ 7,000.00		
8	00-PT-02-49	Independence PD		\$ 80,750.00	\$ 80,750.00		
8	00-PT-02-50	Jackson PD		\$ 5,000.00	\$ 5,000.00		
8	00-PT-02-51	Jasper County SD		\$ 3,500.00	\$ 3,500.00		
8	00-PT-02-52	Jefferson City PD		\$ 8,500.00	\$ 8,500.00		
8	00-PT-02-53	Jefferson County SD		\$ 46,645.00	\$ 46,645.00		
8	00-PT-02-54	Jennings PD		\$ 2,500.00	\$ 2,500.00		
8	00-PT-02-55	Joplin PD		\$ 8,500.00	\$ 8,500.00		
8	00-PT-02-56	Kansas City PD		\$ 196,322.00	\$ 196,322.00		
8	00-PT-02-57	Kirkwood PD		\$ 6,000.00	\$ 6,000.00		
8	00-PT-02-58	Lee's Summit PD		\$ 24,784.00	\$ 24,784.00		
8	00-PT-02-59	Malden PD		\$ 2,500.00	\$ 2,500.00		
8	00-PT-02-60	Manchester PD		\$ 3,350.00	\$ 3,350.00		
8	00-PT-02-61	Maryland Heights PD		\$ 12,000.00	\$ 12,000.00		
8	00-PT-02-62	Neosho PD		\$ 4,000.00	\$ 4,000.00		
8	00-PT-02-63	Nevada PD		\$ 7,300.00	\$ 7,300.00		
8	00-PT-02-64	New Haven PD		\$ 2,000.00	\$ 2,000.00		
8	00-PT-02-65	Overland PD		\$ 14,000.00	\$ 14,000.00		
8	00-PT-02-66	Pagedale PD		\$ 4,000.00	\$ 4,000.00		
8	00-PT-02-67	Perryville PD		\$ 1,000.00	\$ 1,000.00		
8	00-PT-02-68	Platte City PD		\$ 3,000.00	\$ 3,000.00		
8	00-PT-02-69	Platte County SD		\$ 27,657.88	\$ 27,657.88		
8	00-PT-02-70	Pleasant Hill PD		\$ 11,000.00	\$ 11,000.00		
8	00-PT-02-71	Rock Hill PD		\$ 5,000.00	\$ 5,000.00		
8	00-PT-02-72	Sedalia PD		\$ 6,000.00	\$ 6,000.00		
8	00-PT-02-73	Seneca PD		\$ 2,500.00	\$ 2,500.00		
8	00-PT-02-74	Springfield PD		\$ 64,400.00	\$ 64,400.00		

Task	Project#	MISSOURI DIVISION OF HIGHWAY SAFETY-FY 00 PROJECTS			Total Allocation	Funding Source			
		Grantee	Problem Area & Project Countermeasures			402	402 YA	410	
			Enforcement Projects Continued						
8	00-PT-02-75	St.Charles County SD	(See attached sheets for a description of each project on all law enforcement grants)		\$ 10,000.00	\$ 10,000.00			
8	00-PT-02-76	St.Charles PD			\$ 22,800.00	\$ 22,800.00			
8	00-PT-02-77	St. John PD			\$ 9,500.00	\$ 9,500.00			
8	00-PT-02-78	St. Joseph PD			\$ 12,500.00	\$ 12,500.00			
8	00-PT-02-79	St. Louis County PD			\$ 32,500.00	\$ 32,500.00			
8	00-PT-02-80	St. Louis Metro PD			\$ 225,000.00	\$ 225,000.00			
8	00-PT-02-81	St. Peters PD			\$ 14,000.00	\$ 14,000.00			
8	00-PT-02-82	Town & Country PD			\$ 10,000.00	\$ 10,000.00			
8	00-PT-02-83	Union PD			\$ 4,000.00	\$ 4,000.00			
8	00-PT-02-84	Univ. of MO. PD			\$ 5,000.00	\$ 5,000.00			
8	00-PT-02-85	Vinita Park PD			\$ 5,650.00	\$ 5,650.00			
8	00-PT-02-86	Washington PD			\$ 5,500.00	\$ 5,500.00			
8	00-PT-02-87	Woodson Terrace PD			\$ 2,000.00	\$ 2,000.00			
8	00-PT-02-88	MSHP	aircraft enf, dir. sensing radar, laptop/projectors, PBTs, conf.		\$ 266,889.00	\$ 266,889.00			
8	00-PT-02-89	MDHS	Fuel for Your Head Project		\$ 40,000.00	\$ 40,000.00			
8	00-PT-02-90	Chesterfield PD	Pilot Project for the Work Force Program		\$ 50,000.00	\$ 50,000.00			
8	00-PT-02-91	Jefferson City PD	Pilot Project for the Work Force Program		\$ 20,000.00	\$ 20,000.00			
8	00-PT-02-92	MDHS	Safety Traffic Enforcement Program (S.T.E.P.)		\$ 21,500.00	\$ 21,500.00			
8	00-PT-02-93	ST. Ann PD	(See attached sheets for a description of project)		\$ 11,000.00	\$ 11,000.00			
		ALCOHOL			\$ 1,340,467.81	\$ 484,752.00	\$ 407,861.21	\$ 447,854.60	
44	1 00-AL-03-1	MDHS	Coordination (program management)		\$ 90,000.00	\$ 90,000.00			
	2 00-AL-03-2	CMSU	Breath Alcohol Instrument Training Laboratory		\$ 163,144.00	\$ 163,144.00			
	3 00-AL-03-3	MSHP	Sobriety Checkpoints - overtime for 9 troops		\$ 106,608.00	\$ 106,608.00			
	4 00-AL-03-4	MDHS	Sobriety Checkpoint equipment purchases		\$ 60,000.00	\$ 60,000.00			
	5 00-AL-03-5	UMC	CHEERS Designated Driver Program		\$ 65,000.00	\$ 65,000.00			
	Youth Alcohol Earmarked Funds								
1	00-YA-03-1	MDHS	Parent's Survival Guide for Young Drivers		\$ 60,000.00		\$ 60,000.00		
2	00-YA-03-2	Research Med.Ctr.-KC	Think First (traffic safety prevention education program)		\$ 72,460.21		\$ 72,460.21		
3	00-YA-03-3	UMC	Think First (traffic safety prevention education program)		\$ 90,626.00		\$ 90,626.00		
4	00-YA-03-4	MDHS	Youth Prevention		\$ 100,000.00		\$ 100,000.00		
5	00-YA-03-5	City of Springfield	Team Spirit Conference: Springfield		\$ 40,000.00		\$ 40,000.00		
5	00-YA-03-6	Cape Girardeau PD	Team Spirit Conference: Cape Girardeau		\$ 34,775.00		\$ 34,775.00		
5	00-YA-03-7	Randolph County	Youth Conference: Moberly		\$ 10,000.00		\$ 10,000.00		
		410 Alcohol Incentive Funds							
1	00-J7-02-1	Dept. of Revenue	General Counsel Judge/Prosecutor Training		\$ 15,000.00			\$ 15,000.00	
2	00-J7-02-2	Dept. of Revenue	General Registration System Rewrite		\$ 25,000.00			\$ 25,000.00	
3	00-J7-02-3	Dept. of Revenue	Court clerk training		\$ 6,000.00			\$ 6,000.00	
4	00-J7-02-4	Dept. of Revenue	Alcohol Influence Training Video		\$ 3,000.00			\$ 3,000.00	
5	00-J7-03-1	MDHS	Governor's Commission on DWI & Impaired Driving		\$ 10,000.00			\$ 10,000.00	
6	00-J7-03-2	MDHS	Coordination (program management)		\$ 60,000.00			\$ 60,000.00	

MISSOURI DIVISION OF HIGHWAY SAFETY-FY 00 PROJECTS				Total Allocation	402	Funding Source	410
Task	Project#	Grantee	Problem Area & Project Countermeasures			402 YA	410
410 Alcohol Incentive Funds Continued							
7	00-J7-03-3	MSHP	DWI O.T. Saturation Enforcement @ high accident locations	\$ 50,000.00			\$ 50,000.00
8	00-J7-03-4	Div. Of Liquor Control	ASAP Program - Badges in Businesses	\$ 115,000.00			\$ 115,000.00
9	00-J7-03-5	MDHS	Ignition Interlock Training Tapes	\$ 14,000.00			\$ 14,000.00
10	00-J7-04-1	CMSU	Training - SFST Instructor Training/Update	\$ 21,168.00			\$ 21,168.00
10	00-J7-04-2	CMSU	Training - Sobriety Checkpoint Supervisor	\$ 22,356.00			\$ 22,356.00
10	00-J7-04-3	Missouri Southern	SFST & DWI Crash Investigation Training	\$ 6,000.00			\$ 6,000.00
11	00-J7-04-4	MDHS	Drug Recognition Evaluation Recertification Training	\$ 5,000.00			\$ 5,000.00
10	00-J7-04-5	UMC-LETI	SFST & DWI Crash Investigation Training	\$ 11,828.00			\$ 11,828.00
12	00-J7-05-1	MDHS	Annual Courts Conference	\$ 15,000.00			\$ 15,000.00
13	00-J7-05-2	Prosecution Services	DWI Vehicular Homicide Seminar & Lethal Weapon Trial School	\$ 20,502.60			\$ 20,502.60
14	00-J7-05-3	Dept. of Health	Simulator Solution Verification Project	\$ 48,000.00			\$ 48,000.00
OCCUPANT PROTECTION				\$ 214,000.00	\$ 214,000.00		
1	00-J7-05-1	MDHS	Coordination (program management)	\$ 40,000.00	\$ 40,000.00		
2	00-J7-05-2	MDHS	Car Seat Training Recertification Program	\$ 29,000.00	\$ 29,000.00		
3	00-J7-05-3	MDHS	Occupant Protection Educational Materials	\$ 85,000.00	\$ 85,000.00		
4	00-J7-05-4	CMSU	Mo. Seat Belt Compliance Survey	\$ 60,000.00	\$ 60,000.00		
TRAFFIC RECORDS				\$ 131,028.00	\$ 131,028.00		
1	00-TR-06-1	MDHS	Coordination (program management)	\$ 25,000.00	\$ 25,000.00		
2	00-TR-06-2	CMSU	MOTIS-Mo. Traffic Information System (computer program)	\$ 83,240.00	\$ 83,240.00		
3	00-TR-06-3	CMSU	Traffic Analysis Countermeasure	\$ 22,788.00	\$ 22,788.00		
SAFE COMMUNITIES				\$ 180,000.00	\$ 180,000.00		
1	00-SA-09-1	MDHS	Coordination (program management)	\$ 15,000.00	\$ 15,000.00		
2	00-SA-09-2	Cape Girardeau PD	Safe Communities Project	\$ 65,000.00	\$ 65,000.00		
3	00-SA-09-3	City of Springfield	Safe Communities Project	\$ 50,000.00	\$ 50,000.00		
4	00-SA-09-4	Randolph County	Safe Communities Project - Northern Mo	\$ 50,000.00	\$ 50,000.00		
ENGINEERING SERVICES AND DATA COLLECTION				\$ 342,045.00	\$ 342,045.00		
1	00-RS-11-1	MDHS	Coordination (program management)	\$ 10,000.00	\$ 10,000.00		
2	00-RS-11-2	MSHP	STARS Maintenance	\$ 126,045.00	\$ 126,045.00		
3	00-RS-11-3	MSHP	Traffic Safety Compendium (Statistical analysis)	\$ 18,000.00	\$ 18,000.00		
4	00-RS-11-4	MDHS	Traffic Signing projects	\$ 30,000.00	\$ 30,000.00		
5&6	00-RS-11-5	Dept.of Transportation	Bridge & Traffic Assistance Program (BEAP and TEAP)	\$ 128,000.00	\$ 128,000.00		
7	00-RS-11-6	Dept.of Transportation	Training and Conferences	\$ 30,000.00	\$ 30,000.00		
PLANNED ACTIVITIES FOR FY' 00							
402 REGULAR 402 Youth Alcohol Total 402 funds 410 funds TOTAL FY' 00 FUNDS				\$ 4,019,307.80 \$ 407,861.21 \$ 4,427,169.01 \$ 447,854.60 \$ 4,875,023.61			

FY 2000 Law Enforcement Grant Recommendations

Agency	Allowance	Equipment	Type	Agency Total	Equipment Approved
Arnold PD	\$ 2,500.00		Sob Chk	\$ 2,500.00	
Bellefontaine Neighbors PD	\$ 2,500.00		Sob Chk	\$ 14,100.00	
Bellefontaine Neighbors PD	\$ 4,000.00	\$ 300.00	DWI Patrol		1-PBT
Bellefontaine Neighbors PD	\$ 4,500.00	\$ 2,800.00	HMV		1-Laser Radar & PBT
Bel-Nor PD	\$ 1,000.00	\$ -	Occupant	\$ 4,000.00	
Bel-Nor PD	\$ 2,000.00	\$ 1,000.00	Speed		1-Radar
Bel-Ridge PD	\$ 4,000.00	\$ -	Speed	\$ 4,000.00	
Belton PD	\$ 2,500.00	\$ -	Occupant	\$ 18,950.00	
Belton PD	\$ 4,000.00	\$ 2,000.00	Speed		2-Radar
Belton PD	\$ 2,500.00		Sob Chk		
Belton PD	\$ 4,000.00	\$ 3,950.00	DWI Patrol		In-Car Video, PBT
Berkeley PD	\$ 4,000.00	\$ -	DWI Patrol	\$ 8,500.00	
Berkeley PD	\$ 4,500.00	\$ -	HMV		
Boone County	\$ 2,500.00		Sob Chk	\$ 9,000.00	
Boone County	\$ 4,500.00	\$ 2,000.00	HMV		2-Radar
Brentwood PD	\$ 4,000.00	\$ 1,000.00	Speed	\$ 5,000.00	1-Radar
Cape Girardeau County	\$ 2,500.00		Sob Chk	\$ 2,500.00	
Cape Girardeau PD	\$ 3,000.00	\$ 1,000.00	Speed	\$ 14,000.00	1-Radar
Cape Girardeau PD	\$ 10,000.00	\$ -	DWI Patrol		
Cass County	\$ -	\$ 2,500.00	YA	\$ 13,500.00	6-PBT & mouthpieces
Cass County	\$ 4,500.00	\$ 6,500.00	HMV		1-Laser, 3 Radar
Charlack PD	\$ 4,500.00	\$ 1,000.00	HMV	\$ 5,500.00	1-Radar
Chesterfield PD	\$ -	\$ 7,500.00	Other	\$ 10,000.00	Speed Trailer
Chesterfield PD	\$ -	\$ 2,500.00	Speed		1-Laser Radar
Clay County	\$ 3,600.00	\$ 2,700.00	DWI Enf	\$ 34,300.00	6-PBT
Clay County	\$ 2,500.00	\$ 1,500.00	Occupant		Safety Material
Clay County	\$ 4,500.00		Sob Chk		
Clay County	\$ 7,500.00	\$ 12,000.00	HMV		2-Laser, 2-In-Car Vid
Clinton PD	\$ -	\$ 1,000.00	HMV	\$ 1,000.00	1-Radar
Cole County	\$ 13,125.00	\$ -	Other	\$ 13,125.00	
Columbia PD	\$ 10,000.00	\$ -	HMV	\$ 10,000.00	
Country Club Hills PD	\$ 2,000.00	\$ -	Speed	\$ 2,000.00	
Creve Coeur PD	\$ -	\$ 1,512.00	Other	\$ 10,104.00	BAT Van Manpower
Creve Coeur PD	\$ 2,500.00	\$ -	Educat		
Creve Coeur PD	\$ 2,500.00		Sob Chk		
Creve Coeur PD	\$ 2,592.00	\$ 1,000.00	HMV		Radar
Des Peres PD	\$ 4,000.00	\$ -	DWI Patrol	\$ 4,000.00	
DeSoto PD	\$ 500.00	\$ -	HMV	\$ 500.00	
Ellisville PD	\$ 4,500.00	\$ -	HMV	\$ 4,500.00	
Eureka PD	\$ -	\$ -	Educat	\$ 6,500.00	
Eureka PD	\$ 4,000.00	\$ -	Speed		
Eureka PD	\$ 2,500.00	\$ -	DWI Patrol		

Farmington PD	\$ 4,500.00	\$ 1,000.00	HMV	\$ 5,500.00	1-Radar
Ferguson PD	\$ 4,500.00	\$ 3,500.00	HMV	\$ 8,000.00	1-In-Car Video
Florissant PD	\$ 2,500.00	\$ -	Other	\$ 9,500.00	
Florissant PD	\$ 2,500.00		Sob Chk		
Florissant PD	\$ 4,500.00	\$ -	HMV		
Foristell PD	\$ 2,500.00	\$ 1,000.00	HMV	\$ 3,500.00	1-Radar
Franklin County	\$ 4,500.00	\$ 13,000.00	HMV	\$ 17,500.00	6-Radar,2-In-Car Vid
Gladstone PD	\$ 2,500.00	\$ -	Occupant	\$ 12,000.00	
Gladstone PD	\$ 4,000.00	\$ 3,000.00	Speed		3-Radar
Gladstone PD	\$ 2,500.00		Sob Chk		
Grain Valley PD	\$ 2,500.00		Sob Chk	\$ 2,500.00	
Hannibal PD	\$ 4,000.00	\$ -	Speed	\$ 12,148.00	
Hannibal PD	\$ 3,648.00	\$ -	DWI Patrol		
Hannibal PD	\$ 4,500.00	\$ -	HMV		
Hazelwood PD	\$ 2,500.00		Sob Chk	\$ 7,000.00	
Hazelwood PD	\$ 4,500.00	\$ -	HMV		
Independence PD	\$ 8,250.00	\$ -	Other	\$ 80,750.00	
Independence PD	\$ 6,000.00	\$ 3,500.00	YA		1-In-Car Video
Independence PD	\$ 15,000.00	\$ -	Speed		
Independence PD	\$ 8,000.00	\$ -	Sob Chk		
Independence PD	\$ 25,000.00	\$ -	DWI Patrol		
Independence PD	\$ 15,000.00	\$ -	HMV		
Jackson PD	\$ 2,400.00	\$ -	Speed	\$ 5,000.00	
Jackson PD	\$ 2,600.00	\$ -	DWI Patrol		
Jasper County	\$ -	\$ 3,500.00	Other	\$ 3,500.00	1-Radar,1-In-Car Vid
Jefferson County	\$ 15,000.00	\$ 7,000.00	DWI Enf	\$ 46,645.00	2-In-Car Video
Jefferson County	\$ 2,145.00	\$ -	Occupant		
Jefferson County	\$ 5,000.00	\$ -	Sob Chk		
Jefferson County	\$ 15,000.00	\$ 2,500.00	Speed		1-Laser Radar
Jefferson City PD	\$ 4,000.00	\$ -	DWI Patrol	\$ 8,500.00	
Jefferson City PD	\$ 4,500.00	\$ -	HMV		
Jennings PD	\$ 2,500.00		Sob Chk	\$ 2,500.00	
Joplin PD	\$ 4,000.00	\$ -	DWI Patrol	\$ 8,500.00	
Joplin PD	\$ 4,500.00	\$ -	HMV		
Kansas City PD	\$ 49,536.00	\$ -	Other	\$ 196,322.00	
Kansas City PD	\$ 7,104.00	\$ -	Occupant		
Kansas City PD	\$ 20,000.00	\$ -	Speed		
Kansas City PD	\$ 20,000.00	\$ -	Sob Chk		
Kansas City PD	\$ 51,682.00	\$ -	DWI Patrol		
Kansas City PD	\$ 48,000.00	\$ -	HMV		
Kirkwood PD	\$ 3,000.00	\$ -	YA	\$ 6,000.00	
Kirkwood PD	\$ 3,000.00	\$ -	Speed		
Lee's Summit PD	\$ 2,484.00	\$ 400.00	Occupant	\$ 24,784.00	Printed Materials
Lee's Summit PD	\$ 2,500.00		Sob Chk		

Lee's Summit PD	\$ 6,000.00	\$ 3,400.00	DWI Patrol		2-RPBT & Printer
Lee's Summit PD	\$ 10,000.00	\$ -	HMV		
Malden PD	\$ 2,500.00		Sob Chk	\$ 2,500.00	
Manchester PD	\$ -	\$ 2,000.00	Speed	\$ 3,350.00	2-Radar
Manchester PD	\$ -	\$ 1,350.00	HMV		3-PBT
Maryland Heights PD	\$ 12,000.00	\$ -	HMV	\$ 12,000.00	
Neosho PD	\$ 4,000.00	\$ -	DWI Patrol	\$ 4,000.00	
Nevada PD	\$ 4,000.00	\$ 3,300.00	YA	\$ 7,300.00	1-In-Car Video
New Haven PD	\$ 1,000.00	\$ 1,000.00	Speed	\$ 2,000.00	1-Radar
Overland PD	\$ 2,500.00	\$ -	Other	\$ 14,000.00	(Red Light Running)
Overland PD	\$ 2,500.00	\$ -	Occupant		
Overland PD	\$ 2,500.00	\$ -	Sob Chk		
Overland PD	\$ 6,500.00	\$ -	HMV		
Pagedale PD	\$ 4,000.00	\$ -	Speed	\$ 4,000.00	
Perryville PD	\$ -	\$ 1,000.00	HMV	\$ 1,000.00	1-Radar
Platte County	\$ 13,657.88	\$ -	Other	\$ 27,657.88	(TSO)
Platte County	\$ 7,000.00	\$ -	DWI Enf		
Platte County	\$ 7,000.00	\$ -	HMV		
Platte City PD	\$ 2,000.00	\$ 1,000.00	Speed	\$ 3,000.00	1-Radar
Pleasant Hill PD	\$ 3,000.00	\$ 3,500.00	DWI Patrol	\$ 11,000.00	1-In-Car Video
Pleasant Hill PD	\$ 4,500.00	\$ -	HMV		
Rock Hill PD	\$ 4,000.00	\$ 1,000.00	Speed	\$ 5,000.00	1-Radar
Sedalia PD	\$ 6,000.00	\$ -	HMV	\$ 6,000.00	
Seneca PD	\$ 2,500.00	\$ -	Sob Chk	\$ 2,500.00	
Springfield PD	\$ 10,000.00	\$ -	Other	\$ 64,400.00	
Springfield PD	\$ 30,000.00	\$ -	DWI Patrol		
Springfield PD	\$ 24,400.00	\$ -	HMV		
St. Ann PD	\$ 2,500.00	\$ -	Sob Chk	\$ 11,000.00	
St. Ann PD	\$ 4,000.00	\$ -	DWI Patrol		
St. Ann PD	\$ 4,500.00	\$ -	HMV		
St. Charles PD	\$ 2,500.00	\$ -	Other	\$ 22,800.00	
St. Charles PD	\$ 1,800.00	\$ -	Occupant		
St. Charles PD	\$ 4,000.00	\$ 7,500.00	Speed		Speed Trailer
St. Charles PD	\$ 2,500.00	\$ -	Sob Chk		
St. Charles PD	\$ 4,500.00	\$ -	HMV		
St. Charles County	\$ 5,000.00	\$ -	DWI Enf	\$ 10,000.00	
St. Charles County	\$ 5,000.00	\$ -	HMV		
St. John PD	\$ 2,500.00	\$ -	Other	\$ 9,500.00	
St. John PD	\$ 2,500.00	\$ -	Sob Chk		
St. John PD	\$ 4,500.00	\$ -	HMV		
St. Joseph PD	\$ 2,500.00	\$ -	Sob Chk	\$ 12,500.00	
St. Joseph PD	\$ 5,000.00	\$ -	DWI Patrol		
St. Joseph PD	\$ 5,000.00	\$ -	HMV		
St. Louis County PD	\$ 2,500.00	\$ -	Sob Chk	\$ 32,500.00	

St. Louis County PD	\$ 15,000.00	\$ -	DWI Patrol		
St. Louis County PD	\$ 15,000.00	\$ -	HMV		
St. Louis Metro	\$ 75,000.00	\$ -	Speed	\$ 225,000.00	
St. Louis Metro	\$ 75,000.00	\$ -	DWI Patrol		
St. Louis Metro	\$ 75,000.00	\$ -	HMV		
St. Peters PD	\$ 4,000.00	\$ 2,500.00	Speed	\$ 14,000.00	1-Laser Radar
St. Peters PD	\$ 4,000.00	\$ 3,500.00	DWI Patrol		1-In-Car Video
Town & Country PD	\$ 4,000.00	\$ 2,000.00	Speed	\$ 10,000.00	2-Radar
Town & Country PD	\$ 4,000.00	\$ -	DWI Patrol		
Union PD	\$ 3,000.00	\$ 1,000.00	HMV	\$ 4,000.00	1-Radar
University of Mo - Columbia	\$ 1,500.00	\$ -	OT-EDUC	\$ 5,000.00	
University of Mo. - Columbia	\$ 2,000.00	\$ -	DWI Patrol		
University of Mo. - Columbia	\$ 1,500.00	\$ -	HMV		
Vinita Park PD	\$ 2,500.00	\$ -	Sob Chk	\$ 5,650.00	
Vinita Park PD	\$ 3,150.00	\$ -	HMV		
Washington PD	\$ 2,500.00	\$ -	Sob Chk	\$ 5,500.00	
Washington PD	\$ 3,000.00	\$ -	HMV		
Woodson Terrace PD	\$ 2,000.00	\$ -	HMV	\$ 2,000.00	
		Grand Total		\$ 1,196,885.88	



COMMERCIAL MOTOR VEHICLE

COMMERCIAL MOTOR VEHICLE

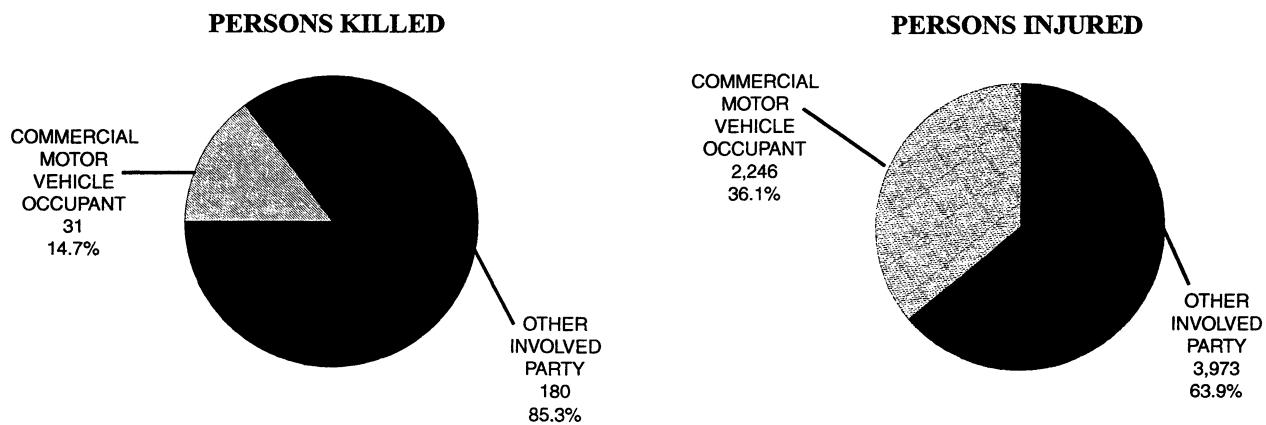
Commercial motor vehicles are involved in a substantial number of traffic crashes in Missouri, especially those resulting in the death of one or more persons. In 1998, there were 194,984 traffic crashes in the State. In these crashes, 18,201 or 10.0% involved a commercial motor vehicle. However, there were 1,017 traffic crashes where one or more persons died. In these incidents, 169 or 17.0% involved a commercial motor vehicle.

Commercial motor vehicles are defined as trucks having six or more tires on the power unit, buses or school buses with occupant capacities of 16 or more, or vehicles displaying hazardous material placards.

Because most commercial motor vehicles are large transport devices which are much heavier than the normal vehicle population, they cause greater amounts of personal injury and severity to the occupants of vehicles they collide with. When analyzing the types of persons killed or injured in commercial motor vehicle crashes, the great majority were not commercial motor vehicle drivers or passengers.

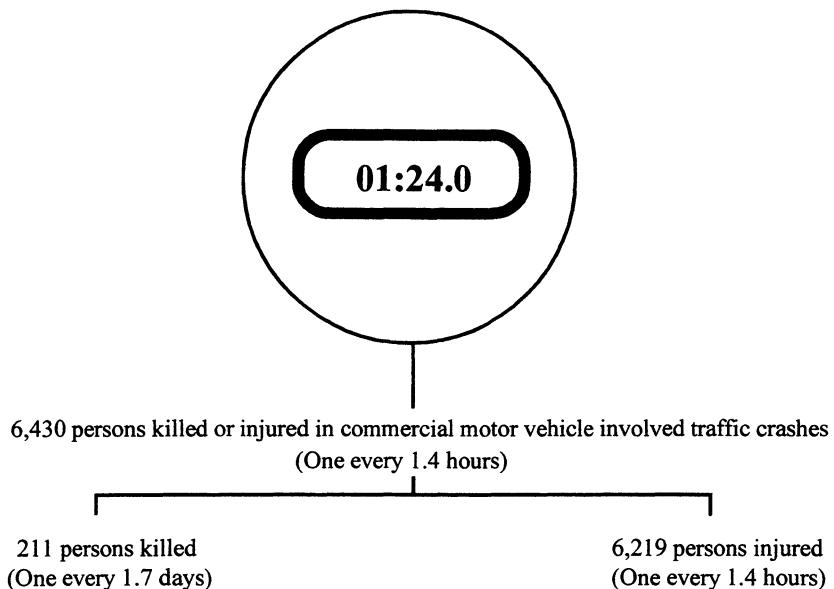
Of those killed in 1998 Missouri commercial motor vehicle traffic crashes, 14.7% were commercial motor vehicle drivers or passengers and 85.3% were other parties in the incident. When examining injuries, 36.1% were commercial motor vehicle occupants and 63.9% were some other party.

1998 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES



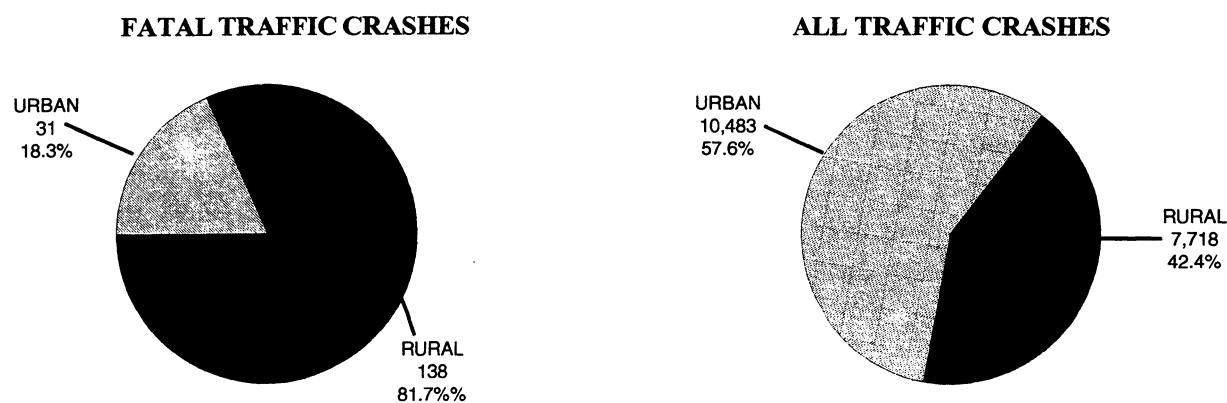
In 1998, 211 persons were killed and 6,219 injured in commercial motor vehicle involved traffic crashes. In other words, one person was killed every 1.7 days and one was injured every 1.4 hours in the State.

**MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED PERSONAL INJURY
PROBLEM ANALYSIS CLOCK
1998**



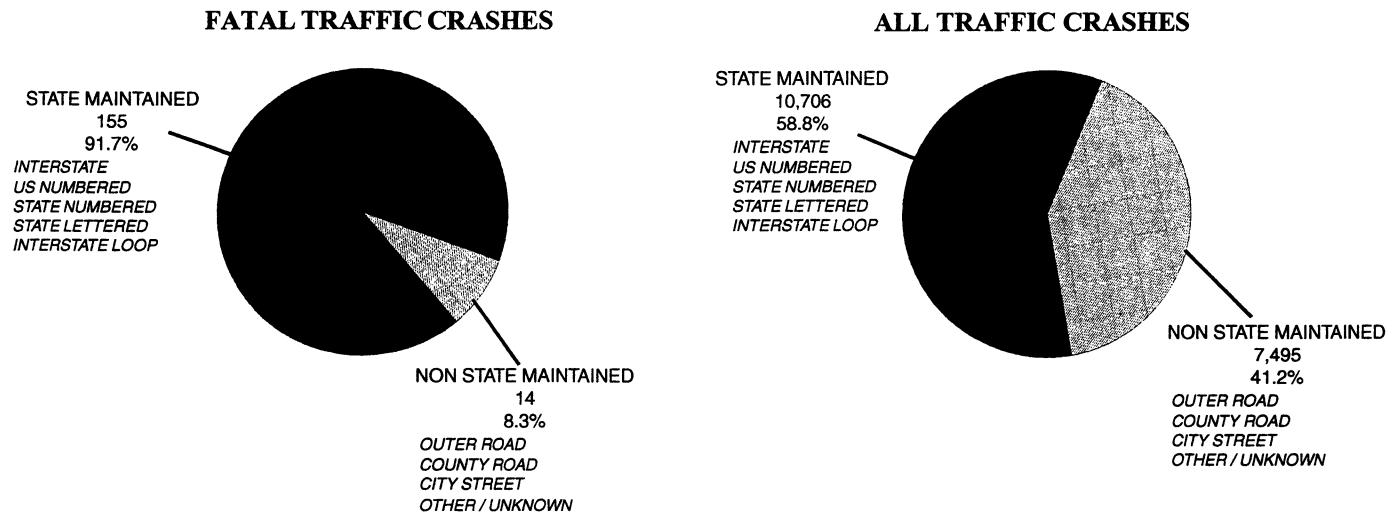
When analyzing where 1998 commercial motor vehicle crashes occur in the State, it was found that a little over half (57.6%) occur in urban areas and slightly less than half (42.4%) happen in rural areas. However, when examining those commercial motor vehicle crashes resulting in death the picture changes. In 1998 fatal commercial motor vehicle crashes, 81.7% occurred in a rural area of the State.

**1998 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES
(Area Classification)**



Most 1998 commercial motor vehicle traffic crashes occur on roadways that are state maintained. These include interstates, US highways, state numbered and state lettered roadways. When examining 1998 fatal commercial motor vehicle crashes, an even greater proportion occur on these types of roadways. In fatal crashes, 91.7% occurred on state maintained roadways and 8.3% were on other types (such as city streets or county roads). In total crashes, 58.8% were on state maintained roads and 41.2% occurred on other types of roads.

1998 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES (Highway Classification)



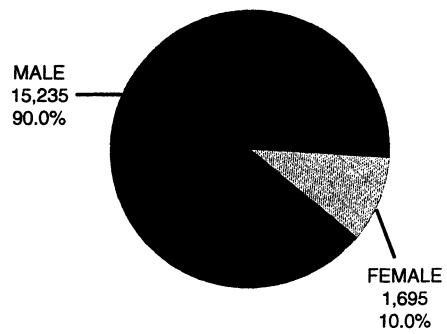
An analysis was conducted on commercial motor vehicle drivers in Missouri 1998 traffic crashes. There were 18,830 commercial motor vehicle drivers in 18,201 traffic crashes. The average age of the commercial motor vehicle driver was 40.6 years. Males accounted for 90.0% of these drivers and females 10.0%. Of the commercial motor vehicle drivers involved, almost one-third (30.2%) were licensed out-state, 69.0% were licensed in Missouri, and less than 1% (0.8%) were unlicensed at the time of the crash.

AVERAGE AGE OF COMMERCIAL MOTOR VEHICLE DRIVERS

SEVERITY	AGE
FATAL	43.5
PERSONAL INJURY	40.7
PROPERTY DAMAGE	40.5
TOTAL	40.6

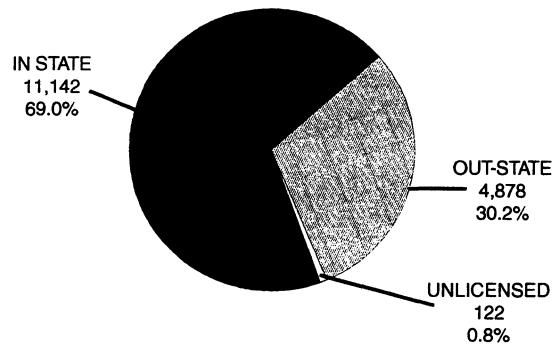
**COMMERCIAL MOTOR VEHICLE DRIVERS INVOLVED IN
1998 MISSOURI TRAFFIC CRASHES
(Driver Characteristics)**

SEX



UNKNOWN DATA NOT INCLUDED

LICENSE STATUS



UNKNOWN DATA NOT INCLUDED

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SECTION 1

GENERAL OVERVIEW

SECTION 1. GENERAL OVERVIEW

A. Program Summary.

The State of Missouri has been involved in the Motor Carrier Safety Assistance Program (MCSAP) since 1984. The Lead Agency for MCSAP is the Missouri Department of Public Safety, Director's Office. The Director, Gary B. Kempker, transferred the day-to-day administrative oversight of MCSAP to the Division of Highway Safety in July of 1997. The program is administered by the Director of the Division of Highway Safety, Joyce F. Marshall and Diane E. Roods, MCSAP Coordinator.

The State of Missouri is very proud of the very comprehensive and complex program operating in the State of Missouri. Missouri's program encompasses all National Program Elements and works hard to promote good working relationships and a cooperative spirit among all participating agencies. Most agencies in Missouri have varied roles and responsibilities in the area of commercial vehicle safety and no one agency is like another in organization, administration, statutory authority, responsibilities, or staffing and manpower requirements. The MCSAP program and its partners also works very closely with other state and federal agencies in Missouri as well as industry partners to foster good working relationships and improve the commercial vehicle safety picture in the State of Missouri.

The only information available on Missouri motor carriers is that on carriers "regulated" by the Division of Motor Carrier and Railroad Safety; i.e. those carriers required to apply for a certificate to operate by the Division. Latest census information reveals that there are 50,800 carriers in Missouri (regulated). 2,166 held both interstate and intrastate authority, 1,332 held intrastate authority only and the remaining 47,302 held interstate authority only. 3.5% of these numbers were transporters of passengers. 4,901 carriers were domiciled in Missouri. Another 13.5% are domiciled in the border states of Iowa, Nebraska, Illinois, Arkansas, Oklahoma and Kansas. For-hire motor carriers indicate they had 548,908 vehicles to operate within and through the State of Missouri.

Missouri is the center of people and markets. All of the following are within a 500 mile radius of Missouri:

- 42 percent of the nation's manufacturing shipments
- 49 percent of manufacturing employment
- 41 percent of retail sales
- 43 percent of wholesale trade
- 39 percent of effective buying income
- 40 percent of personal income

- 43 percent of households
- 43 percent of the U.S. population

Missouri is located near the country's geographic and population centers and is a same-day "next-door neighbor" to at least 20 states. Our location also allows for efficient "quick shipping" to every market in the U.S., as well as major markets in Canada, Mexico, Central and South America, and the Far East. Missouri has more than 4.7 millions registered vehicles and 4.3 million registered drivers. Motorists drive on Missouri's highway system about 45 billion miles per year. While the state highway system accounts for only 26 percent of the total roads in the state, it carries 70 percent of all miles driven in the state.

Ten interstate highways and more than 121,000 total miles of state and federal roads give excellent market access from coast to coast and the sixth largest highway system in the nation. There are more than 65,000 commercial trailers registered in the state. St. Louis and Kansas City are the second and third largest truck terminals in the United States. More than 16 percent of Missouri's work force is employed in manufacturing, which assures all the support services necessary in a labor-intensive industry.

For the outdoor enthusiast, Missouri boasts 47 state parks, 4,000 campgrounds, 56,000 miles of rivers and streams, 12 million acres of forest and over 50 lakes. Missouri offers sports fans professional baseball, football, hockey and soccer - as well as opportunities for the amateur athlete in any sport. There are over 350 public and private golf courses that are enjoyed nine months a year. Missouri is home to the world renowned St. Louis Symphony, Missouri Botanical Gardens and the St. Louis Zoo.

From the period October 1, 1998 through June 30, 1999 Missouri participating MCSAP agencies conducted the following activities:

Level I Truck Inspections	28,366
Level II Truck Inspections	15,000
Level III Truck Inspections	11,416
Level IV Truck Inspections	10
Level V Truck Inspections	125
Level I Bus Inspections	187
Level II Bus Inspections	13
Level III Bus Inspections	27
Level V Bus Inspections	15
Compliance Reviews	142 Non Hazardous Material
	32 Hazardous Material

Many training classes were held during the year. Some of these were large Commercial Motor Vehicle Drug Interdiction Courses held in the St. Louis and Kansas City areas for local officers from the communities in those metropolitan areas. These classes were very successful. Two Motor Coach NASI Inspection Courses were held in Missouri in July, one in Kansas City and one in Jefferson City. These courses followed a combined agency bus inspection operation in Kansas City. Personnel from all Missouri MCSAP agencies (except St. Louis) worked together along with a Office of Motor Carrier and Highway Safety investigator to conduct a very successful and well received bus inspection operation that covered almost a three day time period. A similar inspection operation may take place in St. Louis this fall.

A Level III NASI training class was held for Kansas City Police Department Traffic Division Officers that conduct traffic enforcement activities for MCSAP. Helping to fill the class were Missouri State Highway Patrol troopers and a Commercial Vehicle Officer.

As indicated elsewhere the Missouri State Highway Patrol has had another very successful year interdicting drugs and other contraband from trucks traveling through Missouri. Missouri officers again took national honors at the Annual Drug Interdiction Conference for the successful seizure of illegal drugs and cash.

The Division of Motor Carrier and Railroad Safety worked very hard to put on well received training classes throughout the state for new carriers trying to obtain compliance with the regulations. Other classes conducted by the Division included classes designed for members of consortiums providing services to motor carriers in compliance with the drug and alcohol testing regulations.

B. Data Collection and Reports

The non-match and timeliness of upload reports dated August, 1999 indicate the following for the State of Missouri:

Non-Match Rate for Inspections

4.52% for the period 10/1/98 through 7/31/99 compared to 4.96% for the year ending 9/30/98

Non-Match Rate for Accidents

15.17% for the period 10/1/98 through 7/31/99 compared to 15.45% for the year ending 9/30/98

Timeliness of Uploads – Compliance Reviews

Compliance reviews conducted by Missouri state investigators, on average, are taking 30 days to upload. The program requirement for paper copies is 21 days.

Timeliness of Uploads – Inspections

From date of inspection to entry – 15 days

From entry to upload – 6 days

From date of inspection to upload – 21 days

Program requirement for paper copies is 21 days.

Timeliness of Uploads – Accidents

From date of accident to entry – 43 days

From entry to upload – 8 days

From date of accident to upload – 51 days

Program requirement is 90 days

C. Crash Rate Information

The Missouri Traffic Compendium for the 1998 Calendar Year indicates the following for commercial vehicle involved crashes for 1998:

Of all 1998 Missouri traffic crashes, 10.0% involved a commercial motor vehicle. Of all fatal traffic crashes, 17.0% involved a commercial motor vehicle. A total of 211 persons were killed and 6,219 were injured in commercial motor vehicle crashes.

There was an increase of 0.8% in the rate of change when comparing all 1998 commercial motor vehicle related traffic crash activity with that occurring in 1997. However, there was an increase of 5.0% when comparing 1998 fatal commercial motor vehicle traffic crashes with 1997.

In 1998, one person was killed or injured in a commercial motor vehicle related crash every 1.4 hours in the State of Missouri.

Of all 1998 commercial motor vehicle involved crashes, 57.6% occurred in an urban area of the State and 42.4% occurred in a rural area. However, in those cases where commercial motor vehicles were involved in fatal crashes 81.7% occurred in a rural area.

Of all commercial motor vehicles involved in 1998 traffic crashes, 41.7% were non-placarded two-unit trucks, 34.5% were non-placarded single unit trucks, and 7.2% were non-placarded buses.

Of all commercial motor vehicle drivers involved in 1998 traffic crashes, 90.0% were male and 10% were female. The average age of commercial motor vehicle drivers was 40.6 years.

Of all commercial motor vehicle drivers involved in these crashes, 69.0% had a Missouri driver's license, 30.2% had an out-of-state driver's license, and 0.8% were unlicensed at the time of the traffic crash.

Crash Statistics:

Year	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Property Damage Crashes	Total Crashes
1993	130	155	3,410	5,615	10,879	14,419
1994	153	188	3,531	6,195	10,919	14,603
1995	120	137	3,522	5,749	11,372	16,014
1996	160	181	3,488	5,638	12,024	15,672
1997	161	193	4,014	6,627	13,880	18,055
1998	169	211	3,979	6,219	14,235	18,201

66.9% of all fatal crashes and 72.0% of all crashes were a result of a commercial vehicle colliding with a vehicle in transport. 87.2% of all crashes involving commercial vehicles occurred on straight stretches of roads, 70.8% occurred on where the roadway was level, 76.3% where the road condition was dry. 30.8% of all fatal crashes and 25.5% of all crashes were on interstate highways, 29.0% of all fatal crashes and 13.5% of all crashes were on U.S. highways, 22.5% of all fatal crashes and 13.7% of all crashes were on state numbered highways and 4.7% of all fatal crashes occurred on city streets whereas 31.9% of all crashes occurred on city streets.

In 1998 inattention on the part of the commercial vehicle vehicle driver occurred in 21.9% of all fatal crashes and 38.9% of the time in total crashes. When looking at speed involvement, it was found that a commercial motor vehicle driver was speeding in 11.2% of the fatal crashes and 6.4% of the time in all crashes. Conversely the other driver was speeding in 15.4% of the fatal crashes and 5.4% of all crashes. The commercial vehicle was on the wrong side not passing in 5.9% of all fatal commercial vehicle crashes but the other driver was on the wrong side not passing in 14.8% of all fatal commercial vehicle crashes.

D. State Highlights

All participating MCSAP agencies were involved in International Highway Transportation Safety Week activities. Activities ranged from conducting roadside inspections and compliance reviews to conducting bus inspections, cargo tank inspections, and other enforcement activities. The Division of Highway Safety also assisted the Office of Motor Carrier and Highway Safety at rest areas where No Zone trailers were displayed, helped with a hot dog cookout for the drivers at the Highway Patrol weigh station at Foristell outside of St. Louis. The Division of Highway Safety also conducted an event at the Capitol Mall in Jefferson City and invited the state licensing agency, the Department of Revenue, to participated. The even was very well received and the Department of Revenue is making plans to increase their participation in International Highway Transportation Safety Week next year.

Various state agencies assisted the Office of Motor Carrier and Highway Safety in numerous special projects this past year such as bus inspections, cargo tank inspections and hazardous material dock audits.

Missouri State Highway Patrol drug interdictors and commercial vehicle officers seized a total of 6,043 pounds of marijuana, 2,668 pounds of cocaine and \$3,021,751 in cash from commercial vehicles in 1998. Missouri continues to be very active in the training of other state and local officers in the area of commercial vehicle drug interdiction.

A No Zone trailer was a part of the Fair St. Louis display by the Missouri State Highway Patrol and the Office of Motor Carrier and Highway Safety in July. The Division of Highway Safety arranged for Roadway Express to supply and display a No Zone tractor trailer at the Missouri State Fair this month in Sedalia, Missouri during Department of Public Safety Day at the fair.

The Missouri State Highway Patrol held a very successful 72-hour roadcheck in the area of the state near Joplin. Assisting with the roadcheck were our partners and neighbors from Kansas and Oklahoma. The roadcheck was very successful and plans are being made to conduct similar operations in other areas of the state in the FY 2000.

Another successful operation was a multi-agency bus inspection held in the Kansas City area the week after International Highway Transportation Safety Week. An OMCHS investigator assisted in planning and coordinating the operation. State agencies participating were the Kansas City Police Department, the Division of Motor Carrier and Railroad Safety and the Missouri State Highway Patrol. Destination inspections were conducted at Worlds of Fun, Station Casino, Harrah's Casino and at Kauffman Stadium. The stadium site was the most successful as the Kansas City Royal's were playing the St. Louis Cardinal's and the competition brought the crowds of baseball fans and a lot of buses were needed to bring the people to the stadium.

Missouri's Drug Interdiction Program had another outstanding year. During last year's Annual Drug Interdiction Conference in San Antonio Sergeant Shawn Moore and Commercial Vehicle Officer Steve Wilmesherr, both from Troop C, received an award for the largest combined interdiction seizure in the nation. During the Annual Drug Interdiction Conference that will be held in San Diego next week Missouri again will take home many national awards. Sergeant Shawn Moore will receive the National Commercial Motor Vehicle Drug Interdictor Award. Sergeant Moore and Commercial Vehicle Officer Wilmesherr will again receive a national award for the largest cocaine seizure in the nation. Commercial Vehicle Officer Rick Talbert from Troop D will receive the national award for the largest marijuana seizure in the nation. The Missouri State Highway Patrol will also be receiving the award for being the nation's leading state agency in commercial vehicle drug interdiction. Commercial Vehicle Officer Talbert also received the Department of Public Safety Meritorious Service Award for the month of June, 1999 for his efforts in the area of commercial motor vehicle drug interdiction.

SECTION 2

PERFORMANCE OBJECTIVES

STATE SPECIFIC OBJECTIVES

ON-GOING OBJECTIVES

Note: No new state objectives although the crash reduction objective was rewritten as two separate objectives. This objective is also addressed through the National Program (Core) Element Objectives.

Problem Statement & Objective

<p>Problem Statement: No. 1. A special inspection project conducted by the St. Louis Metropolitan Police Department concentrating on refrigerated units produced some interesting findings. Loads originating from the west coast with the east coast as the final destination had much higher than average hours of service violations.</p>		
<p>Objective: Reduce the level of non-compliance represented by this segment of the industry population.</p>		
<p>Performance Measures: Special projects and inspections conducted collecting data on types of violations detected.</p>		
<p>Strategy (1): Increase awareness of the problem nationwide</p> <p>Performance Measures: Persons and agencies notified of the results</p>	<p>Strategy (2): Performance Measures:</p>	<p>Strategy (3): Performance Measures:</p>
<p>Activity (1.1): MSHP and SLPD to Increase the level of enforcement on Interstate 44 and 70.</p> <p>Performance Measures: Number of inspections conducted and violations detected, number of arrests</p> <p>Resources: Personnel, vehicle supplies</p>	<p>Activity (2.1): Performance Measures: Resources:</p>	<p>Activity (3.1): Performance Measures: Resources:</p>
<p>Activity (1.2): Assign survey code to this activity in Safetynet</p> <p>Performance Measures: Survey code assigned, number of agencies using the survey code</p> <p>Resources:</p>	<p>Activity (2.2): Performance Measures: Resources:</p>	<p>Activity (3.2): Performance Measures: Resources:</p>
<p>Activity (1.3):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.3): Performance Measures: Resources:</p>	<p>Activity (3.3): Performance Measures: Resources:</p>
<p>Monitoring: Statistical and narrative format quarterly progress reports submitted by both the MSHP and the SLPD. Number and type of inspections conducted associated with survey code assigned to this activity, number and type of violations discovered, number of arrests, persons and carriers identified through activity, identification of agencies results were reported to.</p>		

Status Update	CVSP Year:	2000
	Year Objective Initiated:	1999
This activity was not able to be initiated by the St. Louis Police Department due to an overtime pay issue that is yet unresolved. The activity was to occur on a selected weekday evening as a control and again on Saturdays. The Missouri State Highway Patrol did assign survey codes to inspections conducted of the target group of carriers for those inspections conducted at permanent weigh stations. This activity will be continued in FY2000.		

Evaluation	CVSP Year:	
	Year Objective Initiated:	

Problem Statement & Objective

<p>Problem Statement: No. 2. Missouri's commercial motor vehicle crash rates continue to increase, despite aggressive enforcement efforts. According to the 1998 Missouri Traffic Safety Compendium, rural areas account for 42.4% of all commercial motor vehicle crashes. However, in those cases where commercial motor vehicles are involved in fatal crashes, 81.7% in rural areas.</p>		
<p>Objective: Commercial motor vehicle related crash reduction</p>		
<p>Performance Measures: 1% reduction in commercial motor vehicle crashes in selected enforcement areas.</p>		
<p>Strategy (1): Develop programs to impact crash rates in rural areas</p> <p>Performance Measures: Crash data</p>	<p>Strategy (2): Performance Measures:</p>	<p>Strategy (3): Performance Measures:</p>
<p>Activity (1.1): MSHP to conduct Selected Areas for Extra Traffic Enforcement (SAFETE) enforcement details in rural areas in each troop with a high crash corridor.</p> <p>Performance Measures: Number and location of details conducted, crash rates will be monitored</p> <p>Resources: Personnel, travel expense</p>	<p>Activity (2.1): Performance Measures: Resources:</p>	<p>Activity (3.1): Performance Measures: Resources:</p>
<p>Activity (1.2): No Zone, anti-fatigue and crash avoidance materials educational materials to be distributed during enforcement contacts in conjunction with SAFETE details.</p> <p>Performance Measures: Number of contacts</p> <p>Resources: Educational materials</p>	<p>Activity (2.2): Performance Measures: Resources:</p>	<p>Activity (3.2): Performance Measures: Resources:</p>
<p>Activity (1.3): Initiated a Safetynet survey code to capture details of the SAFETE details</p> <p>Performance Measures: Survey Code Established</p> <p>Resources:</p>	<p>Activity (2.3): Performance Measures: Resources:</p>	<p>Activity (3.3): Performance Measures: Resources:</p>
<p>Monitoring: Quarterly progress reports will be submitted that will include information addressing performance measures such as number and location of details, inspection information resulting from enforcement activity and other pertinent information.</p>		

Status Update	CVSP Year:	2000
	Year Objective Initiated:	1999
This project and objective was included as part of the overall crash reduction objective in the 1999 CVSP. Due to other major special assignments the Patrol will only be able to conduct a few of the SAFETE enforcement details this year. Summer is an extremely busy time for the Patrol and this year they assisted in enforcement for the National Governor's Association Conference that was held in St. Louis. This type of special assignment, along with others that occurred this year, limit the number of hours troopers can devote to other special assignments like SAFETE enforcement details. The Patrol does not anticipate the same level of time constraints in the FY 2000.		

Evaluation	CVSP Year:	
	Year Objective Initiated:	

Problem Statement & Objective

<p>Problem Statement: No. 3. The City of St. Louis continues to rank first in cities with a population of 2,500 or more for the number of commercial vehicle involved accidents. The number of commercial vehicle involved crashes increased by 7.3% from calendar years 1996 and 1997 to 1998. The number of fatalities as a result of commercial vehicle involved crashes increased during the same period by 50%.</p>		
<p>Objective: Reduce the number of commercial vehicle involved crashes in the City of St. Louis by 15% over a five-year period.</p>		
<p>Performance Measures: Missouri crash data</p>		
<p>Strategy (1): Maintain current enforcement programs and other safety activities. See details in NPE Section(s) of the CVSP.</p> <p>Performance Measures: Maintenance of current programs.</p>	<p>Strategy (2): Develop a No Zone and/or CMV Public Education and Awareness Program in the City of St. Louis. See details in the NPE Section of the CVSP.</p> <p>Performance Measures: Implementation of the Program</p>	<p>Strategy (3): Capture more accurate data on the causes of commercial vehicle crashes occurring in the City of St. Louis.</p> <p>Performance Measures: Missouri crash data</p>
<p>Activity (1.1):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.1):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (3.1): Conduct commercial vehicle accident reconstruction and/or post-accident inspections on all fatal accidents that occur in the City of St. Louis</p> <p>Performance Measures: Number of crashes reconstructed and number of crashes in which a post-accident inspection is conducted</p> <p>Resources: Personnel, vehicles, supplies</p>
<p>Activity (1.2):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.2):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (3.2):</p> <p>Performance Measures:</p> <p>Resources:</p>
<p>Activity (1.3):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.3):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (3.3):</p> <p>Performance Measures:</p> <p>Resources:</p>
<p>Monitoring: Quarterly Progress Reports, Missouri crash data, CMV accident reports submitted to OMCHS as required.</p>		

Status Update	CVSP Year:	2000
	Year Objective Initiated:	1999
<p>This project and objective was included in the primary crash reduction objective in the 1999 CVSP. In comparing 1996 and 1997 calendar year crash experience to 1998 it is revealed that the fatal crash rate in the City of St. Louis increased by 50% to 9 fatalities in 1998. The personal injury crashes were down by 13.4 percent but property damage crashes increased by 12.4%. The total crash rate increased by 7.3%. Undoubtedly the largest factor contributing to the increase in fatalities is the increase in the speed on the major highway systems. A speed limit impact analysis conducted by the Missouri State Highway Patrol reveals that the increase in crashes was the greatest on interstate highways (14.2%), U.S. Highways (8.2%) and U.S. Alternate/Bypass highways (12.9%). The majority of roadways traveled by commercial vehicles in the City of St. Louis are these types of highways. The increase in speed is impacting the crash and fatality rate. The St. Louis Police Department is staffed by 4 officers and a sergeant. The MCSAP Unit is currently hampered in its ability to work overtime to conduct more traffic enforcement activities due to an overtime pay issue that has surfaced within the statutory authority of the agency. In order to address the problem the MCSAP Unit will devote 50% of all enforcement time to traffic enforcement activities in FY 2000. Some of the MCSAP Unit inspectors/officers are also trained accident reconstructionists and they are responsible for reconstructing all fatal accidents involving commercial vehicles. These officers may also conduct post-accident inspections.</p>		

Evaluation	CVSP Year:	
	Year Objective Initiated:	

Problem Statement & Objective

Problem Statement:

No. 4. The Missouri State Highway Patrol's criminal interdiction efforts indicate commercial motor vehicles are being utilized to haul illegal contraband through the state. During 1998, a total of 6,043 pounds of marijuana, 2,668 pounds of cocaine and \$3,021,751 in cash was seized from commercial motor vehicles by the Missouri State Highway Patrol alone. During the first seven months of 1999, a total of 22,083 pounds of marijuana has been seized from commercial motor vehicles.

Objective:

Commercial motor vehicle criminal interdiction and impaired driver detection.

Performance Measures:

Interdiction activities and impaired drivers detected

<p>Strategy (1): Continue current enforcement efforts to detect commercial vehicles involved transportation of illegal contraband and detect those drivers that are impaired.</p> <p>Performance Measures: Programs and their status</p>	<p>Strategy (2): Enhance training of MSHP interdiction teams, K-9 handlers and the canines and commercial vehicle officers</p> <p>Performance Measures: Contraband seizure data</p>	<p>Strategy (3): Increase drug detection abilities in the State</p> <p>Performance Measures: Contraband seizure data</p>
<p>Activity (1.1): MSHP to conduct pre-checkpoint training. Training to be conducted by the Attorney General's Office.</p> <p>Performance Measures: Training conducted</p> <p>Resources: Travel expense, personnel, materials</p>	<p>Activity (2.1): Enhance training of officers and commercial vehicle officers, K-9 handlers and drug interdiction officers in interdiction techniques and concealment methods.</p> <p>Performance Measures: Number and type of training attended and/or conducted, number trained</p> <p>Resources: Personnel, travel expense, materials and supplies, personnel as soft match</p>	<p>Activity (3.1): MSHP to increase by 2 the number of canine in the K-9 Unit.</p> <p>Performance Measures: Purchase, training status, assignment within the State</p> <p>Resources: 2 canines, training for canines and handlers, costs to modify two patrol vehicles for use as K-9 vehicles, personnel as soft match</p>
<p>Activity (1.2): MSHP to conduct 32 drug enforcement checkpoints. KCPD to conduct checkpoints and random stops with KCPD narcotics division officers.</p> <p>Performance Measures: Number of checkpoints conducted, arrests, other violations</p> <p>Resources: Personnel, travel expense, materials</p>	<p>Activity (2.2): Attendance at CMV interdiction training workshops and conferences.</p> <p>Performance Measures: Conferences or workshops attended, number attending</p> <p>Resources: Personnel, travel expenses</p>	<p>Activity (3.2):</p> <p>Performance Measures:</p> <p>Resources:</p>
<p>Activity (1.3):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.3): Statewide Conference on CMV Interdiction</p> <p>Performance Measures: Conference Held</p> <p>Resources: Speaker and instructor fees, travel expense, other conference fees, materials</p>	<p>Activity (3.3):</p> <p>Performance Measures:</p> <p>Resources:</p>

Monitoring:

Quarterly Progress Reports will be submitted providing information on the activities. The total number of commercial vehicles stopped, the number of impaired drivers arrested, and the type and amount of contraband seized during each checkpoint will be monitored to determine the effectiveness of this method of enforcement.

Status Update	CVSP Year:	2000
	Year Objective Initiated:	1999
The Missouri State Highway Patrol conducted 16 drug checkpoints during FY 1999 but didn't use any MCSAP grant funds. The conducted three major drug interdiction training sessions in St. Louis, Kansas City and the Lake of the Ozarks. These three classes provides training opportunities for many local, county and state officers from around the state to be trained in drug interdiction techniques. Personnel from the Missouri State Highway Patrol, Kansas City Police Department and St. Louis Police Department also attended the Annual Drug Interdiction Conference in San Antonio last year and, with the exception of the St. Louis Police Department, will attend the upcoming conference in San Diego.		
Evaluation	CVSP Year:	
	Year Objective Initiated:	

Problem Statement & Objective

Problem Statement:

No. 5. Commercial vehicle traffic traveling in and through the State of Missouri continues to grow at roughly 5% per year. The Missouri State Highway Patrol's weigh stations located along the interstate system are not capable of handling the volume of commercial traffic required to stop at the weight stations.

Objective:

Incorporate technology in the interstate weigh stations that can monitor the increasing population of commercial carriers at interstate speeds prior to arriving at the fixed locations. This technology must be able to check for compliance with state and federal weight and length limits, licenses and operating authority, inspection and accident history at mainline speeds.

Performance Measures:

Continued participation and involvement in Missouri's Intelligent Transportation Systems/CVO Program

Strategy (1): Performance Measures: Continued involvement in the ITS/CVO Program	Strategy (2): Performance Measures:	Strategy (3): Performance Measures:
Activity (1.1): Involvement in the Mid-West Mainstreaming Consortia, of which Missouri is the Lead State. Performance Measures: Meetings attended Resources: travel expenses	Activity (2.1): Performance Measures: Resources:	Activity (3.1): Performance Measures: Resources:
Activity (1.2): Participation in the Missouri ITS/CVO Committee Performance Measures: Meetings attended Resources: travel expense	Activity (2.2): Performance Measures: Resources:	Activity (3.2): Performance Measures: Resources:
Activity (1.3): Attendance at ITS/CVO training sessions by Missouri personnel Performance Measures: Training sessions attended, numbers attending Resources: travel expense, personnel	Activity (2.3): Performance Measures: Resources:	Activity (3.3): Performance Measures: Resources:
Monitoring: Monitor participation in ITS/CVO programs, Mid-West Mainstreaming Consortia, ITS/CVO committees, training, etc.		

Status Update	CVSP Year:	2000
	Year Objective Initiated:	1999
This is an on-going objective. Missouri MCSAP agencies are very involved in the ITS/CVO initiatives. Personnel from the Missouri State Highway Patrol and the Division of Motor Carrier and Railroad Safety and other MCSAP partners attend many meetings a year dealing with these initiatives. Personnel from these agencies also participated in the mandatory ITS/CVO training that was held in Jefferson City this past year as well as at other out-of-state locations. Most expenses are funded through other means than MCSAP.		

Evaluation	CVSP Year:	
	Year Objective Initiated:	

NATIONAL PROGRAM (CORE) ELEMENT OBJECTIVES

**Driver Vehicle Inspections
Compliance Reviews
Traffic Enforcement
Public Education and Awareness
Data Collection and Reports**

Problem Statement & Objective

Problem Statement:

1. Driver/Vehicle Inspections. Experience, data, and a number of studies have shown that maintenance of a strong enforcement presence in the form of roadside inspections is a primary force in ensuring that CMV vehicles and drivers are operating safely on the nation's highways. Inspections are the foundation of the MCSAP program, and not only help to ensure that unsafe vehicles and drivers are dealt with appropriately according to the circumstances, they provide data which helps identify new carriers and carriers that have unsafe operating practices. They are important in minimizing the risks attendant to the transportation of hazardous materials and passengers. Inspections can be instrumental in identifying national problems, such as fatigued drivers or specific violations which seem to occur nationally.

Objective:

Maintain strong roadside inspection presence as a major part of the State of Missouri's comprehensive commercial vehicle enforcement program

Performance Measures:

Number of roadside inspections conducted, OOS rates, Violations discovered, agencies participating in program

Strategy (1): Continue current roadside inspection programs Performance Measures: Continuance of current programs	Strategy (2): Continue destination and terminal bus inspection program Performance Measures: Continuance of current programs	Strategy (3): Continue current cargo tank inspection program Performance Measures: Continuance of current program
Activity (1.1): Maintain consistent level of roadside inspections conducted and uploaded into MCMIS Performance Measures: Conduct 39,439 Level I inspections, 18,230 Level II inspections, 20,671 Level III inspections and 25 Level IV inspections Resources: personnel, vehicle expense, computer hardware and software, office supplies and expenses, travel expense, incidental supplies and equipment	Activity (2.1): Conduct 325 Level I destination bus inspections, 75 Level II bus inspections and 150 Level V terminal bus inspections Performance Measures: Number of inspections conducted, OOS rates, number and type of violations Resources: Personnel, equipment, travel expense	Activity (3.1): Conduct 308 Level I cargo tank inspections in conjunction with the Missouri Department of Agriculture, Weights and Measures Division Performance Measures: Number of inspections conducted, OOS rates Resources: Personnel, travel expense
Activity (1.2): Continue out-of-service repair verification operations conducted by MCSAP agencies Performance Measures: Number of covert operations conducted Resources: personnel, equipment, supplies and materials	Activity (2.2): Increase number of agencies conducting destination and terminal bus inspections Performance Measures: Number of agencies conducting bus inspections and number of inspections conducted Resources: Personnel, travel expenses, bus ramp and trailer purchases	Activity (3.2): Performance Measures: Resources:
Activity (1.3): MSHP to conduct two concentrated 72-hour roadchecks during harvest season. MSHP to conduct two special 72 hour truck checks, one in the St. Louis City metropolitan area and one in the Kansas City metropolitan area. Performance Measures: Number and types of inspections conducted, types of violations detected, number of OOS vehicles and drivers Resources: personnel, travel expense, equipment	Activity (2.3): Expand number of combined agency destination bus inspection activities at locations such as Branson, Missouri, Worlds of Fun in Kansas City, sports stadiums in Kansas City and St. Louis, casinos in both Kansas City and St. Louis areas Performance Measures: Number of joint checks conducted Resources: Personnel, travel expense	Activity (3.3): Performance Measures: Resources:

Problem Statement & Objective

Page 2

This page is for continuation of Strategies

<p>Strategy (4): Expand Number of Agencies conducting roadside inspections in the State of Missouri Performance Measures: Number of Agencies participating in Program and in Safetynet</p>	<p>Strategy (5): Maintain staff of trained and proficient inspectors, investigators and officers conducting inspections and related activities Performance Measures: Continue current training and refresher training efforts</p>	<p>Strategy (6): Missouri MCSAP program managers to maintain high level of proficiency and understanding of uniform enforcement practices by participating in regional and national meetings, conferences and workshops such as CVSA, COHMED, Performance Measures: Types and number of conferences attended</p>
<p>Activity (4.1): Conduct Four Level III training classes for local jurisdictions in high crash areas of the state Performance Measures: Number of classes conducted and number of officers trained Resources: Materials, training room rental fees, other training expense, travel expenses for MDHS staff</p>	<p>Activity (5.1): Train new officers/inspectors and retrain current officers. See Training Plan. Performance Measures: Number of officers receiving basic training and number receiving refresher training and the types of training received Resources: travel expense, personnel, certification fees ..</p>	<p>Activity (6.1): Performance Measures: Resources:</p>
<p>Activity (4.2): Continue Verification of Repair Program as part of the inspection process Performance Measures: Number of letters mailed and response rate. Estimate 10,985 letters mailed and an 83% response rate. Resources: personnel, postage, supplies and materials.</p>	<p>Activity (5.2): Maintain number of certified instructors in the State of Missouri Performance Measures: Recertification training obtained for two instructors in the areas of NASI Part A and B, General Hazardous Materials and CargoTank/Bulk Packaging (MSHP). Resources: Travel expense</p>	<p>Activity (6.2): Performance Measures: Resources:</p>
<p>Activity (4.3): Performance Measures: Resources:</p>	<p>Activity (5.3): KCPD to provide entrant officer training in the areas of completing the commercial vehicle portion of the accident report form, basic CDL information and 1st Responder training. MSHP to provide basic CMV related training to recruits that are not MCSAP trained Inspectors Performance Measures: Number of officers receiving basic commercial vehicle related training by Missouri MCSAP agencies Resources: personnel, materials</p>	<p>Activity (6.3): Performance Measures: Resources:</p>
<p>Monitoring: Monitoring will be conducted through information provided by agencies through the submission of quarterly progress reports. Safetynet quarterly reports will also be used in the monitoring process to verify numbers of inspections. OOS rates, and other important statistical data.</p>		

Problem Statement & Objective

Problem Statement:

II. Compliance Reviews. A compliance review is used to assess the safety posture of a motor carrier. Inspection, accident, and other data is used to help identify at-risk carriers that should be contacted for such an assessment. Compliance reviews have been shown to be very effective in identifying those areas which a motor carrier is experiencing difficulties that negatively impact CMV safety, and in bringing about change in the carrier's behavior. A well-balanced motor carrier safety program includes compliance reviews. These reviews assess compliance with the regulations, inform carriers of the regulations and bring them to compliance, and compare a carrier's safety experience to other similar carriers.

Objective:

Bring Missouri Division of Motor Carrier and Railroad Safety regulated carriers into compliance with the Federal Motor Carrier Safety Regulations

Performance Measures:

Missouri crash statistics

Strategy (1): Maitain strong and effective compliance review program Performance Measures: Continance of current program	Strategy (2): Conduct aand Educational Outreach Program (MCRS) Performance Measures: Carriers in compliance with regulations, Missouri crash statistics	Strategy (3): Performance Measures:
Activity (1.1): Conduct 440 compliance reviews in FY 2000. Reviews conducted on MO Safestat carriers operating outside the MCRS commercial zone, Federal SaafeStat carriers, and MO-1 applicants with no prior operating experience, and carriers operating outside the MCRS commercial zone for safety fitness only. Performance Measures: Number of reviews conducted, number of follow-up reviews, number of complaint investigations, number of cases prosecuted Resources: Personnel, equipment and supplies, travel expense, computer hardware and software, office supplies and expenses	Activity (2.1): MCRS to conduct 12 compliance review training seminars for Missouri based motor carriers. Conduct safety presentations or workshops to Missouri based trade and make individual motor carier contacts as needed and to distribute edcation material through direct mailings to motor carriers. MCRS to conduct one workshop on How to use the Hazardous Materials Table for transporters of hazardous materials who appear on the MO SafeStat list and new applicants. Other agencies also conduct safety presentations for various motor carriers and participate in training sessions and workshops conducted by trade associations throughout the year. Performance Measures: Number of workshops and training sessions conducted, number and type of educational materials distributed, number of compliance manuals and FMCSRs distributed, number of contacts made. Resources: Personnel, travel expense, printing, office supplies and expenses	Activity (3.1): Performance Measures: Resources:

Problem Statement & Objective

<p>Activity (1.2): Expand compliance review activity to those carriers operating outside the Division of Motor Carrier and Railroad Safety commercial zone.</p> <p>Performance Measures: Number of reviews conducted, number of follow-up reviews, number of complaint investigations, number of cases prosecuted</p> <p>Resources: Personnel, equipment and supplies, travel expense, computer hardware and software, office supplies and expenses</p>	<p>Activity (2.2): Publication of News on Wheels (N.O.W.) newsletter by MCRS</p> <p>Performance Measures: Number of publications mailed to motor carriers and related associations</p> <p>Resources: State Highway Funds. Non-MCSAP</p>	<p>Activity (3.2):</p> <p>Performance Measures:</p> <p>Resources:</p>
<p>Activity (1.3):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.3): Use electronic medium to provide the motor carrier industry, motor carrier associations, and other interested parties an internet Home Page with safety, hazardous material and registration information. Provide links to other federal and state webb sites.</p> <p>Performance Measures: Number of people who access MCRS webb site and the Division of Highway Safety webb site.</p> <p>Resources: Non-MCSAP. MCRS uses State Highway funds and MDHS is funded through NHTSA 402 and other state funds.</p>	<p>Activity (3.3):</p> <p>Performance Measures:</p> <p>Resources:</p>
<p>Monitoring: Safetynet and other quarterly progress reports submitted will provide information on the performance measures indicated above.</p>		

Problem Statement & Objective

Problem Statement:

III. Traffic Enforcement. Traffic enforcement activities are a tool in addressing driver behavior at the time it occurs. Accompanying inspections often reveal additional violations and the information gathered as a result of these activities is entered into a carrier's profile in the national database. Traffic enforcement prevents accidents and removes unsafe vehicles/drivers from the road.

Objective:

To reduce the number of commercial vehicle involved crashes resulting in property damage, personal injury and death.

Performance Measures:

Missouri crash statistics

<p>Strategy (1): Conduct traditional traffic enforcement programs or activities</p> <p>Performance Measures: Number of Level III inspections, violations discovered, number of contacts made with non-cmv drivers</p>	<p>Strategy (2): Conduct traffic enforcement project(s) targeting the non-commercial vehicle driver</p> <p>Performance Measures: Missouri crash statistics</p>	<p>Strategy (3): Implement Speed Monitoring Project</p> <p>Performance Measures: Missouri crash statistics</p>
<p>Activity (1.1): MSHP, KCPD and SLPD to continue basic commercial vehicle traffic enforcement activities. SLPD to concentrate 50% of all on-duty peak inspection time to traffic enforcement activities on selected interstate highways and city streets.</p> <p>Performance Measures: Number of Level III inspections conducted, OOS rates, types of violations found</p> <p>Resources: personnel, equipment, radar units, computer hardware and software</p>	<p>Activity (2.1): Introduce a non-commercial vehicle driver enforcement program by KCPD. The program targets the non-commercial vehicle driver violating traffic laws around commercial vehicles especially in the truck blind spots or No Zones. Traffic Division officers that are not commercial vehicle inspectors would make the traffic stop, issue the appropriate ticket and issue No Zone promotional material to the driver. The activity would occur on an overtime basis and would target high-crash corridors and would be tracked separate from all other activities in MCSAP.</p> <p>Performance Measures: Number of traffic stops, type of violations, number of arrests, number of warnings, drivers contacted</p> <p>Resources: Personnel expense, vehicle operating expense, promotional materials</p>	<p>Activity (3.1): Purchase Portable Message Trailers with radar abilities for use in residential and business areas within Kansas City to monitor speed of commercial vehicles in those areas. These trailers can also be used as signing for other activities such as bus inspections, truck checks, drug checkpoints.</p> <p>Performance Measures: Purchase status, when used, how used and purpose of use</p> <p>Resources: Two portable changeable message sign trailers.</p>
<p>Activity (1.2): Uniform members of the Missouri State Highway Patrol to use covert vehicles at high accident locations in the various troops.</p> <p>Performance Measures: Continue use of covert vehicles</p> <p>Resources: None</p>	<p>Activity (2.2):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (3.2):</p> <p>Performance Measures:</p> <p>Resources:</p>
<p>Activity (1.3):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.3):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (3.3):</p> <p>Performance Measures:</p> <p>Resources:</p>

Problem Statement & Objective

Monitoring:

Quarterly Progress Reports will be submitted on activities. Missouri crash statistics will be monitored to determine changes in numbers of crashes and fatalities. Levels of inspections will be monitored as well as violations discovered as a result of traffic enforcement stops, etc.

Problem Statement & Objective

Problem Statement:

IV. Public Education and Awareness. Public education and awareness activities are essential in advising the general public about sharing the road safety with CMVs. These activities raise the awareness of drivers of all ages and social groups of their responsibility in sharing the road. This includes MCSAP{ partners at all levels.

Objective:

To decrease the number of commercial vehicle involved crashes resulting in fewer property damage, personal injury and fatal crashes.

Performance Measures:

Missouri traffic crash data.

Strategy (1): Educate the public on the danger of truck blind spots or the No Zones Performance Measures: Missouri traffic crash data	Strategy (2): Increase awareness of commercial vehicle safety issues Performance Measures: Missouri traffic crash data	Strategy (3): Performance Measures: Resources:
Activity (1.1): Distribute blind spot or No Zone educational materials through direct mailings, participation in safety fairs, trade shows and at other events where large numbers of people are in attendance, billboards, etc. No Zone or blind spot material to be maintained in MDHS supply room and distributed along with other NHTSA 402 funded supplies and printed materials via order forms and personal requests. Invite No Zone Tractor Trailer to participate in Department of Public Safety Day at the Missouri State Fair. No Zone tractor trailers to be used at other events during the year. Performance Measures: Number and type of events participated in, materials distributed Resources: Personnel, travel expense, supplies and materials, printing expense, promotional supplies	Activity (2.1): Governor's Traffic Safety Conference Performance Measures: Conference held, number in attendance Resources: MCSAP share of expense estimated to be 10% with NHTSA providing 90% of the costs. Exact expense item(s) yet to be determined.	Activity (3.1): Performance Measures: Resources:
Activity (1.2): Public Education and Awareness Statewide Campaign by the Division of Highway Safety . To be implemented by a Public Relations firm. Performance Measures: Contract bid, awarded and implemented. Resources: Contract expense, MDHS personnel, travel expenses.	Activity (2.2): Performance Measures: Resources:	Activity (3.2): Performance Measures: Resources:
Activity (1.3): Production of Video Tape by MSHP. CMV Safety Awareness Video. Performance Measures: Video Produced Resources: None in FY 2000	Activity (2.3): Performance Measures: Resources:	Activity (3.3): Performance Measures: Resources:

Problem Statement & Objective

Monitoring:

Missouri crash data will be monitored for reduction in the number of crashes and fatalities, the type of events and exhibits will be monitored, as well as the number of contacts made, etc.

Problem Statement & Objective

Problem Statement:

V. Data Collection and Reporting. Accurate and timely inspection, accident, and traffic enforcement data is essential to both the individual State's programs and the National MCSAP program. It helps to identify potential or existing problems, provides for practical and proficient allocation of resources, and provides information with which to evaluate the effectiveness of the program.

Objective:

Improve the timeliness and quality of data uploads to Safetynet while enhancing access to data needed by participating agencies to improve enforcement initiatives.

Performance Measures:

<p>Strategy (1): Full Implementation of the electronic inspection reporting system using ASPEN, AVALANCHE and Safetynet.</p> <p>Performance Measures: Implementation status</p>	<p>Strategy (2): Implement process to transfer compliance reviews from the reporting agency to the Safetynet LAN for upload to MCMIS. Currently state conducted compliance reviews are being uploaded by the State OMCHS office.</p> <p>Performance Measures: Upload transferred to state Safetynet System.</p>	<p>Strategy (3): Improve the timeliness and accuracy of CMV accident data entered into the Missouri Statewide Accident Records System (STARS) and Safetynet for upload to MCMIS.</p> <p>Performance Measures: Reduction of current non-match rate of 15.17%, down from 15.45% last year. Reduction in the amount of time from the accident to upload. Current data indicates Missouri timeliness status is 43 days from date of the accident to entry into STARS, 8 days from entry to upload, for a total of 51 days from the date of the accident to upload. Current OMCHS requirement is 90 days.</p>
<p>Activity (1.1): Installation and use of personal computers and portable computers at all weigh stations and used by portable inspection units</p> <p>Performance Measures: 70% computer generated reports by the end of FY 2000</p> <p>Resources: Personnel, travel expense, training supplies and materials, computer hardware and software</p>	<p>Activity (2.1): MSHP to work with MCSAP compliance review agency to develop data path into the CVE Division's Safetynet LAN and develop and implement upload procedures necessary to complete the task</p> <p>Performance Measures: Path to LAN and procedures developed and implemented</p> <p>Resources: Personnel, travel expense, supplies and materials.</p>	<p>Activity (3.1): Reduce accident report processing backlog by 50% through the continuance of a 100% dedicated data entry operator and continuance of overtime projects by data entry operators.</p> <p>Performance Measures: Reduction in accident report processing backlog, reduction in the amount of time it takes from the date of the accident to entry into STARS.</p> <p>Resources: Personnel</p>
<p>Activity (1.2): Training of users to improve knowledge of ASPEN and associated software</p> <p>Performance Measures: Nine training sessions conducted for thirty-five MSHP officers</p> <p>Resources: Personnel, travel expense, training supplies and materials</p>	<p>Activity (2.2): Training of personnel conducting compliance reviews and Safetynet personnel responsible for systems operation, data integrity and system managers</p> <p>Performance Measures: Successful transfer of compliance reviews from reporting agency to CVE LAN for upload to MCMIS.</p> <p>Resources: Personnel, travel expense</p>	<p>Activity (3.2): Expand the Traffic Division's document imaging system as a means of expediting internal processing of accident reports</p> <p>Performance Measures: The number of accident reports processed by data entry operators</p> <p>Resources: Personnel, training, supplies and equipment</p>

Problem Statement & Objective

<p>Activity (1.3): Conduct three training sessions for MCSAP participating agency managers to improve their knowledge of ASPEN and associated software packages required for Safetynet use in Missouri</p> <p>Performance Measures: Training sessions conducted</p> <p>Resources: Personnel, travel expense, training supplies and materials</p>	<p>Activity (2.3): Improve timeliness of compliance reviews added to MCMIS</p> <p>Performance Measures: Monitor timeliness reports. Current report shows 30 days for a review conducted by a state investigator to be uploaded from date of the review.</p> <p>Resources:</p>	<p>Activity (3.3): Improve Missouri law enforcement officers knowledge of reporting the NGA accident data elements through training</p> <p>Performance Measures: Number of training sessions conducted, number of agencies attending, number of officers trained</p> <p>Resources: Personnel, travel expense, supplies and materials</p>
<p>Monitoring:</p>		

Problem Statement & Objective

Page 3

This page is for additional Activities continued from Strategy (1-3) on page 1

Strategy (1): continued from page 1	Strategy (2): continued from page 1	Strategy (3): continued from page 1
<p>Activity (1.4): Continued Safetynet System operation and maintenance</p> <p>Performance Measures: Inspections entered into Safetynet and uploaded to MCMIS within established by OMCHS. Current non-match rate for inspections is 4.52%, down from 4.96% in 1998. Current timeliness status is 15 days from inspection to data entry, 6 days from entry to upload for a total of 21 days from inspection entry to upload.</p> <p>Resources: Personnel, supplies and materials</p>	<p>Activity (2.4):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (3.4): Continue use of the Missouri Uniform Accident Report and related materials to collect NGA commercial vehicle accident data elements</p> <p>Performance Measures: The number of law enforcement agencies not using the uniform accident report form</p> <p>Resources: Personnel, travel expenses and printed materials.</p>
<p>Activity (1.5):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.5):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (3.5):</p> <p>Performance Measures:</p> <p>Resources:</p>
<p>Activity (1.6):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (2.6):</p> <p>Performance Measures:</p> <p>Resources:</p>	<p>Activity (3.6):</p> <p>Performance Measures:</p> <p>Resources:</p>
<p>Monitoring:</p>		

Problem Statement & Objective

Page 2

This page is for continuation of Strategies

Strategy (4): Improve quality of data captured on STARS accident reports Performance Measures: STARS crash data	Strategy (5): Improve quality of data to ensure accurate location analysis for CMV crash analysis purposes Performance Measures: Missouri crash data	Strategy (6): Enhance training of officers responsible for crash reconstruction and investigation Performance Measures: Missouri crash data
Activity (4.1): Conduct commercial vehicle accident reconstructions and post-accident inspections Performance Measures: Number of crashes reconstructed and or post-accident inspections conducted on by the MSHP, the SLPD and the KCPD Resources: Personnel, supplies, vehicle expenses	Activity (5.1): Implement use of computer mapping software by the KCPD that will associate locations of crashes with incidents recorded through the automated dispatch files. Performance Measures: Software use Resources:	Activity (6.1): Increase level of training for members of the Major Crash Investigation Unit (MSHP) and the coordinator. Performance Measures: Number and type of courses attended Resources: Personnel as match, travel expense, instructor fees,
Activity (4.2): Performance Measures: Resources:	Activity (5.2): Performance Measures: Resources:	Activity (6.2): Performance Measures: Resources:
Activity (4.3): Performance Measures: Resources:	Activity (5.3): Performance Measures: Resources:	Activity (6.3): Performance Measures: Resources:
Monitoring: Missouri crash data will be monitored, status of Safetynet implementation will be noted, installation of equipment, extent of equipment use, training conducted, upload status of compliance reviews will be monitored, non-match and timeliness reports will be monitored, etc. Quarterly Progress Reports will be submitted on activities.		

MONITORING

Monitoring of the State Commercial Vehicle Safety Plan is an effort conducted by not only the Lead Agency but also through the activities of the agencies performing the work objectives. Monitoring is accomplished through the submission of quarterly progress reports, either narrative format reports and those reports generated through Safetynet that are statistical in nature. Other reports are generated through MCMIS and the OMCHS that also serve monitoring purposes, such as the non-match reports and the timeliness reports for accident and inspection uploads. Probably more importantly the MCSAP Coordinator works very closely with all subgrantees and monitoring is also accomplished through on-site visits to the subagencies, participation in activities conducted by the agencies throughout the year and also through, in some cases, almost daily telephone contact with the agencies.

SECTION 3

BUDGET SUMMARY

BUDGET

SECTION 3

STATE OF MISSOURI

FY 2000 COMMERCIAL VEHICLE SAFETY PLAN

BUDGET SUMMARY

MCSAP PROGRAM ELEMENT	MCSAP BUDGET (Estimate by Program Area)
Driver/Vehicle Inspections	\$1,075,120
Compliance Reviews	838,340
Traffic Enforcement	474,878
Public Education and Awareness	63,000
Data Collection and Reports	427,791
Total Estimated Expense	2,879,129

SECTION 3
MOTOR CARRIER SAFETY ASSISTANCE PROGRAM
BUDGET

PERSONNEL

Salary and Fringe Benefits:

<u>Title</u>	<u>Number</u>	<u>% of Time</u>	<u>Salary and Fringes</u>	<u>MCSAP</u>
Missouri Department of Public Safety/Missouri Division of Highway Safety				
MCSAP Coordinator	1	100%	54,630	54,630
Secretary	1	20%	33,645	<u>6,729</u>
				61,359
Missouri State Highway Patrol/CVE Division/Information Systems Division				
Data Entry Operator	3	100%	31,228	93,684
Data Entry Supervisor	1	100%	35,064	35,064
Computer Information Specialist	3	100%	39,672	<u>119,016</u>
				124,350
Missouri State Highway Patrol/Traffic Division				
Data Entry Operator I, II or III	1	100%	25,251	25,251
Overtime Data Entry Operators				16,000
Soft Match Personal Services from training and data entry activities				<u>17,031</u>
				\$58,282

**Missouri State Highway Patrol Field
Operations Division and CVE
Division**

Uniform and CVO Officer salaries and fringe benefits while conducting traffic enforcement activities (SAFTE), drug interdiction checkpoints, MCIU and DIAP Activities (soft match) 147,282

Uniform and CVO Officer salaries and fringe benefits while conducting traffic enforcement activities (SAFTE), drug interdiction checkpoints, MCIU and DIAP related activities (soft match) 34,556

181,838

**Division of Motor Carrier and
Railroad Safety**

Legal Administrator	1	20%	68,432	13,686
Program Administrator	1	80%	66,731	53,385
Inspector III	6	60%	49,490	178,1
Inspector II	10	60%	38,477	243,3
Inspector I	6	60%	31,984	115,146
Hazardous Material Specialist	1	70%	49,995	34,996
Safety Specialist	1	90%	57,664	51,897
Clerk Typist III	1	50%	28,933	20,253
General Counsel	1	10%	65,546	6,554
Counsel	2	30%	42,287	25,372
Less Maintenance of Effort			<u>(13,979)</u>	
			728,840	

**St. Louis Metropolitan Police
Department**

Sergeant	1	100%	51,272	51,272
Police Officer	4	100%	44,476	178,984
Sergeant and Police Officer Overtime	5	Incidental		24,000
Special Operations Overtime –				113,920
Traffic Enforcement Activities	45,360			
Covert Verification of Repair	9,360			
Reefer Project	59,200			
Fringe benefits full time officers			<u>98,539</u>	
			466,715	

Kansas City Police Department

Captain	1	7%	68,304	5,021
Sergeant	1	100%	82,533	82,533
Police Officer	4	100%	67,715	284,406
Police Typist	1	17%	30,265	5,402
Overtime – Call backs for service, off-peak inspections, post-accident inspections, etc.	5			13,000
Overtime –Traffic Enforcement Activities				55,000
Overtime, Non-MCSAP trained Traffic Division Officers/Aggressive Driving Project aimed primarily at the non-commercial vehicle driver/No Zone Enforcement Project				<u>15,000</u>
				460,362
Total Personnel				2,081,746

TRAVEL AND PER DIEM

- In-State and out-state travel related to the performance of Basic Grant Program activities to include, but not be limited to, administration, inspections, reviews, complaint investigations, enforcement, training, attendance at meetings and conferences, etc.

Total Non-Training Travel	107,848
• Training Activities	
• Travel and Per Diem for Training Activities	43,617
• Other Training Expenses	9,775
	<u>53,392</u>
	161,240

EQUIPMENT

Expendable:

• Purchase Cost	22,048
6 stalker radar units, braking test computer for accident reconstruction, rubber chocks, bulkheads and other equipment for portable vans, tool chests	
• Repair and Maintenance	<u>9,050</u>

Non-Expendable:

• Vehicle Expense	
Purchase Cost (1 Van, 1 SUV KCPD, 3 PV's SLPD)	104,500
Maintenance and Operations Expense	<u>50,000</u>
	154,500
• Other Equipment	26,100
Two sets of bus ramps, one utility trailer, 2 message and speed monitoring signs (1/3 MCSP, 1/3 NHTSA 402, 1/3 City funds).	

ADP EQUIPMENT

• Purchase Cost	43,250
One computer/projector unit, 15 personal computers, MCSAP share of document imaging system costs (10%) for accident report encoding purposes, 29 port scanners, 19 CD Rom drives	
• Maintenance Expense	0
• Supplies, software, system upgrade expense, etc.	<u>14,050</u>
	57,300

ADMINISTRATION

Supplies

• Promotional Materials and Supplies, Training Supplies	14,160
• Office supplies and expenses, including rent, utilities, postage, envelopes, etc.	25,500
• Photo and video supplies	1,650
• Publications, subscriptions, regulations, etc.	5,600
• Technical and operating supplies	11,000
• Missouri Inspector of the Year Competition	1,750
• Canine purchase (2) to include training of canine and K-9 handler	15,000
• Patrol vehicle modification expenses for use as a K-9 vehicle (2)	<u>3,000</u> 77,660

Operations

• Reimbursement fees for inspections performed by the Missouri State Highway Patrol (soft match)	141,285
• Communications expense	35,500
• Printing	38,850
• Covert vehicle rental fees	500
• CVSA membership fee	3,750
• AAMVANET usage fees	<u>900</u> 220,785

Contractual

Governor's Conference on Highway Safety - Conference Expenses/CMV portion prorated	10,000
Public Education and Awareness Campaign - Sharing the Road Safety with Large Trucks/No Zone/Blind Spots, etc.	<u>50,000</u> 60,000

Total Administration 358,445

SUMMARY

Personnel	2,081,746
Travel and Per Diem	107,848
Training	53,392
Equipment	
• Expendable	31,098
• Non-Expendable	154,500
• Other	26,100
	220,398
ADP Equipment	57,300
Administration	
• Supplies	77,660
• Operations	220,785
• Contractual	<u>60,000</u>
	358,445
Total Proposed Budget	2,879,129
Federal Share (80%)	2,303,303
State Share (20%)	575,826

SECTION 4

STATE CERTIFICATIONS – PART 350

State Certification – Part 350.211

Annual Certification of Compatibility – Part 350.331

Grant Application

MCSAP Contacts

Planning Memo Items

STATE CERTIFICATIONS (350.211)

I, Joyce F. Marshall, Director of the Division of Highway Safety, a Division of the Department of Public Safety, on behalf of the State of Missouri, as requested by the Federal Highway Administrator as a condition of approval of a grant under the authority of 49 U.S.C. 31102 as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety rules and regulations that are compatible with the FMCSRs and the HMRs.
2. The State has designated the Department of Public Safety as the lead agency to administer the CVSP for the grant and sought the Missouri Department of Public Safety, Missouri State Highway Patrol; the Missouri Department of Economic Development, the Division of Motor Carrier and Railroad Safety; the St. Louis Metropolitan Police Department and the Kansas City Police Department to perform defined functions under the plan. These agencies have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws or regulations.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws or regulations in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Inspection Standard, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FHWA on request.
6. The State has uniform reporting requirements and uses FHWA designated forms for record keeping, inspection and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs declare their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State will maintain the level of its expenditures, exclusive of Federal assistance, at least at the level of the average of the aggregate expenditures of the State and its political subdivisions during the past three full State or Federal fiscal years immediately before December 18, 1991. These expenditures must cover at least the following four programs areas, if applicable:
 - a. Motor carrier safety programs in accordance with 350.301,
 - b. Size and weight enforcement programs,
 - c. Traffic safety, and
 - d. Drug interdiction enforcement programs
9. The State will ensure that violation fines imposed and collected by the State are consistent, effective, and equitable.
10. The State will ensure timely and proper correction of violations discovered during inspections conducted using MCSAP funds.
11. The State will ensure that the CVSP is coordinated with the State highway safety plan under 23 U.S.C. 402. The name of the Governor's highway safety representative whom coordination was accomplished is Joyce F. Marshall, Director, Missouri Division of Highway Safety.
12. The State has participated in SAFETYNET since it's inception.
13. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
14. The State will ensure that roadside inspections will be conducted at a location that is adequate to protect the safety of drivers and enforcement personnel.

Date August 27, 1999

Signature



ANNUAL CERTIFICATION OF COMPATIBILITY

In accordance with 49 CFR, Parts 350-355, as MCSAP Coordinator for the Missouri Department of Public Safety, Division of Highway Safety, I do hereby certify the State of Missouri's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR's) and the Federal Hazardous Material Regulations (FHMR's) as follows:

INTERSTATE MOTOR CARRIERS:

State statute 307.177, RSMo. Requires any vehicle transporting materials considered hazardous by the U. S. Department of Transportation to comply with all U.S. Department of Transportation regulations governing the transportation of hazardous materials. There are no interstate or intrastate variances with the Federal regulations in this statute.

State statute 307.400, RSMo. Requires all vehicles licensed for greater than 12,000 pound to comply with Parts 390-397 of the Federal Motor Carrier Safety Regulations. The statute contains variances with the Federal Motor Carrier Safety Regulations.

Interstate Variance(s):

- A. The license weight of greater than 12,000 pounds is a variance with the 10,001 GVWR or GCWR standard in the FMCSR's. This variance has existed in this statute since its adoption in December, 1983.

This is the only variance that has been determined to be incompatible and not within the tolerance guidelines for interstate commerce. The Missouri Department of Public Safety plans on introducing legislation during the next session of the General Assembly of Missouri to amend 307.400, RSMo. in order to eliminate the variance and adopt the 10,001 GVWR standard for the definition of a commercial motor vehicle.

State statute 390.063, RSMo. requires passenger carriers, both interstate and intrastate, to comply with Parts 390-397 of the Federal Motor Carrier Safety Regulations. The statute applies to interstate carriers of passengers if the motor vehicle is designed to transport more than 15 passengers, including the driver. This statute is in a section of the regulations relating to Missouri Division of Motor Carrier and Railroad Safety operations. This statute can be enforced by all other state and local agencies participating in the MCSAP.

Interstate Variance(s):

- A. The statute does not specifically exclude private transporters of passengers from compliance. Under the Missouri Division of Motor Carrier and Railroad Safety legislation, the carrier, even though considered a private carrier (as opposed to a "for-hire carrier) would still have to be considered "in commerce" to be subject to the regulations. This appears to be a difference in semantics rather than a true variance with the FMCSR's.
- B. The following motor carrier operations are exempt from compliance with Parts 390-397 of the FMCSR's because they are exempt from the Division's regulatory authority:
 - 1. School buses. The courts in Missouri have determined that the school bus exemption applies to school buses while transporting students to and from authorized school activities.
 - 2. Taxicabs.
 - 3. The transportation of passengers or property performed by a carrier pursuant to a contract between the carrier and the State of Missouri or any civil subdivision.
 - 4. The transportation of passengers or property wholly within a municipality, or between contiguous municipalities, or within a commercial zone as defined in Section 390.020, RSMo., or within a commercial zone established by the division of motor carrier and railroad safety pursuant to the provisions of subdivisions (4) of section 390.041, RSMo., provided the exemption in this subdivision shall not apply to motor carriers of persons operating to, from or between points located wholly or in part in counties now or hereafter having a population of more than three hundred thousand persons, where such points are not within the same municipality and to motor carriers of commodities in bulk to include liquids, in tank or hopper type vehicles, and in a commercial zone as defined herein or by the division.
 - 5. Street railroads and public utilities other than common carriers as defined in section 386.020, RSMo.
 - 6. Motor vehicles whose operation in the State of Missouri are interstate in character and are limited exclusively to a municipality and its commercial zone.
 - 7. Motor vehicles while being used solely by a group of employees to commute to and from their place or places of employment, except where the motor vehicle must be driven by a member of the group.

Kansas City, Missouri Ordinances contained in Chapter 34 of The Code of General Ordinances of Kansas City, Missouri entitled "Traffic Code". Included in Chapter 34 are sections adopting 1) Parts 390-397 of the FMCSR's, 2) Parts 171-181 of Title 49 relating to the transportation of hazardous material and 3) Parts 171-181 of Title 49 and Parts 262 and 263 of Title 40 relating to the transportation of hazardous waste.

Interstate Variances:

- A. Exempts school buses from compliance with Parts 390-397 of Title 49. School bus is defined in Chapter 34 as "every motor vehicle that complies with the provisions of this chapter and is used to transport pupils to or from school or in connection with school activities, but not including buses operated by common carriers in urban transportation of pupils".

INTRASTATE MOTOR CARRIERS:

State statute 307.177, RSMo. requires any vehicle transporting materials considered hazardous by the U. S. Department of Transportation to comply with all U.S. Department of Transportation regulations governing the transportation of hazardous materials. There are no interstate or intrastate variances in this statute with the Federal regulations.

State statute 307.400, RMSO. Requires all vehicles licensed for greater than 12,000 pounds to comply with Parts 390-397 of the Federal Motor Carrier Safety Regulations. The statute contains variances with the Federal Motor Carrier Safety Regulations:

The following intrastate variances exist but it has been determined that there are not intrastate variances that are not within the tolerance guidelines for intrastate commerce.

- A. The statute exempts farm vehicles licensed for 42,000 pounds or less, operating intrastate, from compliance with Parts 390-397 of the FMCSR's. The statute requires this class of vehicle to be operated in a safe condition at all times, i.e. meet the state Motor Vehicle Inspection Standards.
- B. The statute exempts vehicles licensed for 60,000 pounds or less, used exclusively for the transportation of solid waste, operating intrastate, from compliance with Parts 390-397 of the FMCSR's. The statute requires these vehicles to be operated in a safe condition at all times, i.e., meet the state Motor Vehicle Inspection Standards.
- C. The statute allows intrastate drivers to operate commercial motor vehicles at age eighteen unless operating vehicles transporting a placarded amount of hazardous material. Those drivers are required to be twenty-one years of age or older. This is compatible with the state CDL law.
- D. The statute contains a "grandfather clause" which exempts intrastate drivers from complying with Subpart E of Part 391 (physical standards and medical certificate requirements) if the intrastate driver had a chauffeurs license issued by the State of Missouri on or before May 13, 1988.
- E. The statute contains an exemption from Part 395, Hours of Service of Drivers, for any vehicle owned or operated by any public utility, to the driver of such vehicle, while providing restoration of essential utility services during emergencies and operating intrastate. Essential utility service means electric, gas, water, telephone and sewer services.

An informal opinion from the State Director indicates that the following exemption is within the tolerance guidelines. It is also the opinion of the State Director that the exemption may impose stricter requirements on the subject group of drivers than required by federal regulation.

Senate Bill 19 passed the 90th General Assembly with an effective date of August 28, 1999. This bill amends 307.400, RSMo as follows:

5. **Part 395, Title 49, Code of Federal Regulations, relating to the hours of drivers, shall not apply to drivers transporting agricultural commodities or farm supplies for agricultural purposes in the state if such transportation:**
 - (1) **Is limited to an area within a one hundred air mile radius from the source of the commodities or the distribution point for the farm supplies; and**
 - (2) **Is conducted during the planting and harvesting season within the state, as defined by the department of public safety by regulation.**
6. **The provisions of Part 395.8, Title 49, Code of Federal Regulations, relating to recording of a driver's duty status, shall not apply to drivers engaged in agricultural operations referred to in subsection 5 of this section, if the motor carrier who employs the driver maintains and retains for a period of six months accurate and true records showing:**
 - (1) **The total number of hours the driver is on duty each day; and**
 - (2) **The time at which the driver reports for, and is released from, duty each day**

State Statute 390.063, RSMo. requires passenger carriers, both interstate and intrastate, to comply with Parts 390-397 of the Federal Motor Carrier Safety Regulations. The statute applies to interstate carriers of passengers if the motor vehicle is designed to transport more than 15 passengers, including the driver. This statute is in a section of the regulations relating to Missouri Division of Transportation operations. This statute can be enforced by all other state and local agencies participating in the MCSAP.

Intrastate Variance(s):

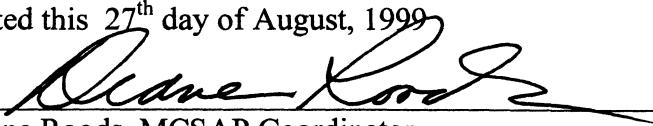
- A. **Same as B (1-7) above.**
- B. **Intrastate carriers are subject to Parts 390-397 of the FMCSR's if the capacity of the motor vehicle is more than five passengers, exclusive of the driver.**

Kansas City, Missouri Ordinances contained in Chapter 34 of the Code of General Ordinances of Kansas City, Missouri entitled "Traffic Code". Included in Chapter 34 are sections adopting Parts 390-397 of the FMCSR's, 2) Parts 171-181 of Title 49 relating to the transportation of hazardous material and 3) Parts 171-181 of Title 49 and Parts 262 and 263 of Title 40 relating to the transportation of hazardous waste.

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Dated this 27th day of August, 1999



Diane Roods, MCSAP Coordinator

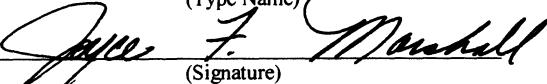
MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

The Missouri Department of Public Safety, Division of Highway Safety

Hereby applies to the Federal Highway Administration for a Federal grant authorized in Title IV of the Surface Transportation Assistance Act of 1982 (P.L. 97-424) and subsequent amendments thereto to enhance a commercial Motor Carrier Safety Program as described in this application.

- X. The State Agency plans to carry out the implementation of a Motor Carrier Safety Assistance Program during Federal Fiscal Year (FY) 2000 as described in the Commercial Vehicle Safety Plan.
- X The State Agency plans to carry out special projects of the Motor Carrier Safety Assistance Program not contained in the Basic/Supplemental grant during Federal fiscal year (FY) 2000 as described in the attached plan.

The federal share will not exceed 80 percent of the total participating costs, unless otherwise indicated herein, incurred in performing the effort described in the attached State Plan. The State agrees to submit vouchers for the reimbursement of funds expended.

Joyce F. Marshall
(Type Name)

(Signature)

Director
(Title)

August 27, 1999
(Date)

Missouri Division of Highway Safety
(Organization Unit)

P.O. Box 104808
(Address or P.O. Box)

Jefferson City, Missouri 65110-4808
(City, State & Zip Code)

573-751-4161
(Phone Number)

MCSAP STATE CONTACTS

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Assistant Director
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573-526-6128

DRUG INTERDICTION CONTACT:

Trooper Bruce T. Clemonds
Field Operations Bureau
Missouri State Highway Patrol
1510 East Elm Street
Jefferson City, Missouri 65101
573-526-6355

COMMERCIAL DRIVER LICENSE CONTACT:

Mr. Raymond Hune, Director
Division of Motor Vehicle and Drivers Licensing
Missouri Department of Revenue
P.O. Box 629
Jefferson City, Missouri 65105-0629
573-751-5398

PLANNING MEMO ITEMS

Certification of Repair Program

The inspection report form instructs the carrier that they are to correct the defects and sign and certify that the defects have been corrected within 15 days of the inspection. One of three data entry operators working in the Commercial Vehicle Enforcement Division of the Missouri State Highway Patrol spends 100% of her time devoted strictly to the Certification of Repair Program. If a carrier has not submitted the inspection report the Patrol issues a letter to the carrier at 30 days, a second letter at 60 days and a third warning letter at 90 days.

Safety of Drivers and Enforcement Personnel

All agencies in Missouri are very concerned about the safety of both their employers but also that of the drivers and others traveling on Missouri's highways. All agencies are committed to performing inspections in the safest locations possible. Agencies operate in different manners and in different geographic locations and have to take into consideration all unique factors of their operation. When inspections are conducted by Missouri MCSAP agencies at non-fixed facilities, the safety of the inspector and driver are taken into consideration on every inspection. Inspections are only conducted at locations determined to be safe by the inspector and the policies of the employing agency.

Adoption of the FMCSR's and FHMR's

The State of Missouri adopted the FMCSR's in 1984 with modifications in 1986, 1988, 1991, 1993 and 1995. Missouri adopted the FHMR's in 1983 with modifications in 1988 and 1991.

Integrated Safety Planning

Integrated safety planning is assisted by both the NHTSA 402 and MCSAP programs being administered within the same division of the Missouri Department of Public Safety and directly supervised by the Director of the Division, Joyce F. Marshall. The Division only has 19 employees so the employees interact closely. The MCSAP Coordinator is aware of and is involved in many of the activities conducted by the other division staff members. All employees are given the opportunity to participate in programs and activities supported by both NHTSA and MCSAP. The physical location and administrative oversight of the programs assists the planning process although coordinating activities of the two programs is not easy. The easiest activities to coordinate appear to be Public Education and Awareness activities. Other programs are oftentimes coordinated at the subgrantee level more so than at the administrative

oversight level. One example of this coordination might be traffic enforcement. Oftentimes MCSAP agencies conducting CMV traffic enforcement activities also receive NHTSA funds for sobriety checkpoints, DWI enforcement, or speed enforcement, for example. The funds from both grant programs funnel into the same division of the department and may be managed by two different supervisors or possibly by the same supervisor. At that level there are many opportunities for coordination within the agency conducting the activity. Some other programs that have been supported by both the MDHS staff through NHTSA 402 funds and MCSAP have been the Statewide Traffic Records System that resides at the Missouri State Highway Patrol. MDHS staff and the MCSAP Coordinator are members of the STARS committee providing input into the accident records system. We also both provide funding support to the Missouri State Highway Patrol for this very important function. Another program within the Patrol that we have both funded and supported in differing ways is the Major Crash Investigation Units that are responsible for reconstructing fatal crashes. Another is supporting accident reconstruction training for local and state officers. MCSAP has provided support for CMV accident reconstruction training and so has the Division of Highway Safety through the use of NHTSA 402 funds. Recently the only MCSAP expense in this area has been providing some of the per diem support for MCSAP agencies to send accident reconstructionists to courses funded with NHTSA 402 funds.

NHTSA and MCSAP staff members interact in our various program areas with the same people and agencies of all levels of government. This provides an opportunity for all of us to work with some of the same partners and sometimes find opportunities for coordination.

SECTION 5

STATE TRAINING PLAN

FY 2000 STATE TRAINING PLAN

State of Missouri Date: August 26, 1999

1 NTC COURSE TITLE	2 NO. OF TRAIINEES	3 DESIRED LOCATION	4 NTC ASSOCIATE STAFF NEEDED YES/NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS
North American Standard - Level 1 (80 hours)	17	Missouri	No	1,000	2,095	450	3,545
North American Standard - Level 1 Instructor/ Recertification (40 hours)	2	Unknown	No	600	1,450	0	2,050
General Hazardous Materials (40 hours) *	17	Missouri	No	1,000	1,775	425	3,200
Cargo Tank/Bulk Packaging (40 hours) *	18	Missouri	No	1,000	1,775	425	3,200
Hazardous Materials Managers Workshop (24 hours)							
Intro to Hazardous Wastes/Substances, Explosives, and Radioactive Materials (24 hours) *							
SUBTOTAL							11,995

FY 2000 STATE TRAINING PLAN

State of Missouri Date: August 26, 1999

1 NTC COURSE TITLE	2 NO. OF TRAINEES	3 DESIRED LOCATION	4 NTC ASSOCIATED STAFF NEEDED YES/NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS
Motor Coach Inspector (24 hours) *	4	Unknown	No	1,450	1,275	100	2,825
MCSAP Grants Management (40 hours) *							
Driver Waiver (40 hours) *							
MCSAP Compliance Review Course (80 hours)							
Drug Interdiction Assistance Training (hours of training is negotiated based on agency training needs)							
SUBTOTAL							2,825

FY 2000 STATE TRAINING PLAN

State of Missouri Date: August 26, 1999

1 BOISE STATE UNIVERSITY COURSE TITLE	TUITION COST PER PERSON	CEU(s)	2 NO. OF TRAINEES	3 DESIRED LOCATION	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS
Interviewing the Driver and Identifying the Motor Carrier (10 hours)	\$95	1						
Finding Hours-of-Service Violations (10 hours)	\$95	1						
False Log Introduction (10 hours)	\$95	1						
In-Depth False Log Identification (20 hours)	\$150	2						
Driver Inspection Refresher Training (35 hours)	\$200	3						
SUBTOTAL		0	0	0				0

FY 2000 STATE TRAINING PLAN

State of Missouri Date: August 26, 1999

1 OTHER STATE TRAINING COURSES	2 NO. OF TRAINEES	3 DESIRED LOCATION	4 NTC ASSOCIATE STAFF NEEDED YES/NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS
General HM & Cargo Tank/Bulk Pkg. Instructor Recertification	2	Unknown	No	1,200	2,900	0	4,100
NASI Part A	115	Missouri	Yes 4 No 1	0	0	8,375	8,375
TEAM Training	2	Minnesota	No	2,000	2,000	0	4,000
Safety and HM Refresher	35	Missouri	No	2,0500	1,520	0	3,570
CMV Accident Reconstruction	6	Missouri	No	0	1,500	0	1,500
HM Awareness	1,265	Missouri	No	2,300	875	0	3,175
ASPEN/Avalance Mgrs.	7	Missouri	No	270	132	0	402
CR Recertification	25	Missouri	No	0	9,500	0	9,500

FY 2000 STATE TRAINING PLAN

State of Missouri Date: August 26, 1999

ASPEN	165	Missouri	No	2,300	1,650	0	3,950
SUBTOTAL							38,572
GRAND TOTAL OF TOTAL COSTS:							\$53,392

Travel and Per Diem for Training Activities	43,617
Other Training Expenses	9,775
	<u>\$53,392</u>

